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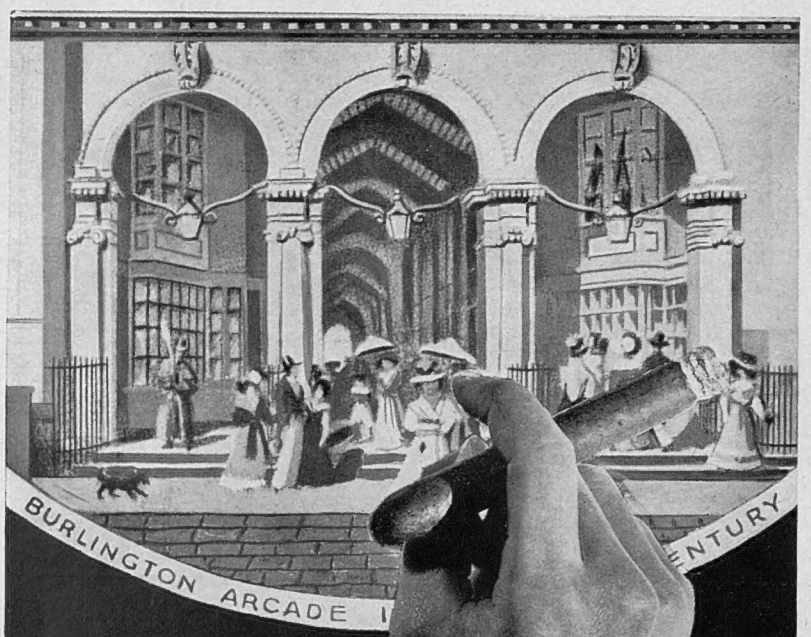

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READING ENGLAND

Volume CLXXXII No. 2376 The SPHERE, London, August 4, 1945

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE NEW PRIME MINISTER AND FOREIGN SECRETARY AT THE BERLIN CONFERENCE, WHERE THEY HAVE TAKEN OVER FROM MR. CHURCHILL AND MR. ANTHONY EDEN: On their first appearance at the Conference table, the new British representatives are greeted by President Truman

No sooner had the results of the General Election become known than hurried plans had to be completed for the immediate departure of Mr. Attlee and Mr. Bevin for Potsdam to resume the conference with Mr. Truman and Marshal Stalin. Mr. Churchill and Mr. Eden had come back to England for the Election announcements, and they did not return to Germany. On Saturday—after Mr. Attlee had seen the King, and after the announcements of his more important Ministerial appointments—the new Prime Minister and Foreign Secretary flew to Berlin. Within a short time of their arrival they made formal calls on President Truman and Mr. Byrnes, and on Marshal Stalin and M. Molotov. The "Big Three" then got down to work. This picture was taken at their first meeting, with Mr. Attlee being welcomed by the President, and with Mr. Bevin in the seat formerly occupied by Mr. Eden

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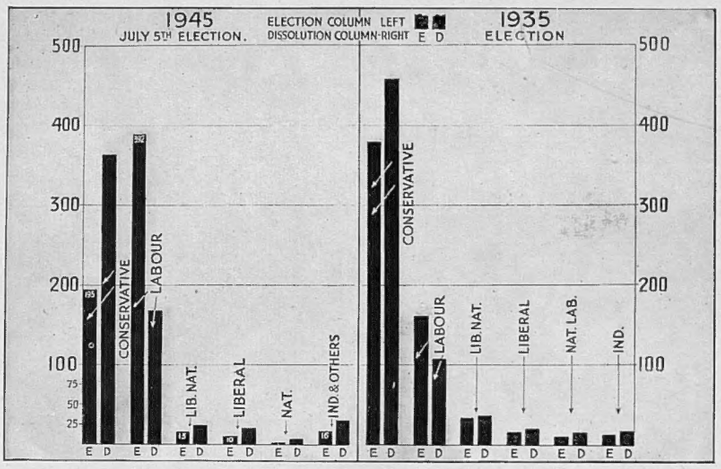
A WAR NEWSLETTER—No. 309

1, NEW OXFORD STREET, W.C.1.

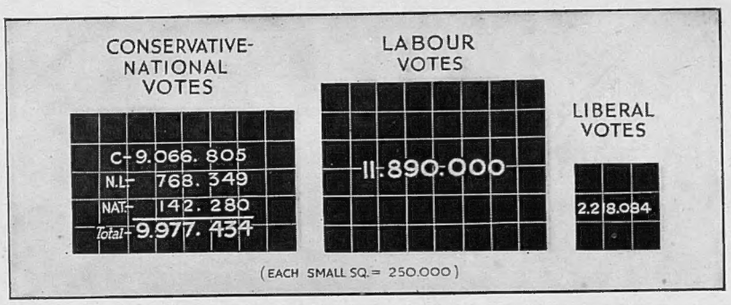
Fool's-cap !—With all the grace I can muster (and with no cry of woe or doom), I put the fool's-cap of prophecy on my own head, and crash with many (how very many !) a much more major prophet. It's a skinner for the Socialists, and Conservatism is down and out for a year or two, or perhaps a decade. I have said that I should find life little to my taste in a completely achieved Socialist State, and I repeat it. But I am not worrying. Things move slower than the prophets (who seek power) promise from the hustings ; and I dare say the old England (both good and bad) even now will be an unconscionable time a-dying. I have hated and detested so long many obstinately surviving relics of the Age of Privilege and the dingy camp-followers of Conservatism, that I welcome in a way this chance of repentance and cleansing offered to this old party. It will come again, sooner or later, on a tide of reaction against the inevitable failure of the Socialists to build a New World in the record time demanded and without unpleasant obligations and liabilities to the beneficiaries. The job to be done is so Herculean, the obstacles and snags so imponderable or ponderous, that angels and archangels might fear to tread the pavements of Downing Street in 1945. But all were quite prepared to try, even the Liberals ! How are the mighty fallen and the reputations of war perished ! Surprised ? Yes, I was. But there 's nothing new in that. I am surprised every day. I am, at sixty, still an innocent abroad (thank God).

A Hasty Post-mortem.—It is early yet to decide the causes of this mighty volte-face. One might dismiss it as a normal political habit in Britain. The Conservatives have had a mighty long reign, and now the nation has decided to give the other side a chance in the belief that it may do better, and can't, anyway, do worse The long Conservative administration which somehow beat Napoleon, carried on for fifteen years after Waterloo But then the opposition—the Whigs—were utterly disrupted and bankrupt On this occasion the opposition was well organised and had thrashed out a concrete policy with reasonable " chapter and verse " for every article of it (save the financial soundness of the whole plan). One cannot but feel that the average voter felt there was more *sincerity* in the Socialist voice than in the voices of the other parties. All were crude and raucous, and Mr. Churchill himself set the tone of crudeness. But young England is serious, and sincerity is what they looked for. The utter insincerity of the Sinclair Liberals' so-called programme cried to the sky. As a result, Liberalism was wiped out and Beveridge, the author of the People's Charter of Security (embraced by every party), himself went down and out. What was it that threw doubt on the sincerity of the Churchill programme ? His own first broadcast was an irretrievable mistake. It showed that he had utterly failed to appreciate the spirit of young England. His camp-followers took their tone from that speech. Like Charles I and Alfonzo XIII of Spain, he was ruined by his intimate circle. He could not grasp the present reaction against the camp-followers and the abuses, the hang-overs from the Age of Privilege, which too long have queered the pitch of honourable and liberal conservatism. Sooner than the Iron Duke, Churchill has learned the " fickleness of the mob." These are his " iron shutters," the votes counted on July 26. But Wellington owed his "iron shutters" to his own single actions ; Churchill owed his largely to his chosen or tolerated camp-followers. Elastic in all else, he was politically a dyed-in-the-wool Victorian. His place in history is utterly secure.

Socialist Key Posts.—No surprises were contained in Mr. Attlee's first release of Cabinet posts. His first half-dozen were the obvious first six to be included in his Cabinet, Messrs. Morrison and Greenwood taking, according to recent precedent, those " sinecures " which imply special and onerous extra duties. All are men of marked ability, their average age is about sixty and they combine a vast amount of administrative experience of times of especial danger and difficulty. Indeed, it is fair to say that no six first choices of a totally new Government in Britain ever assumed their portfolios with more solid experience of administration behind them. That would, of course, have been as true if the choices had been Mr. Churchill's task. The fact remains that the third Socialist Administration starts out with no handicap of administrative or parliamentary inexperience. On the contrary, with a mighty weight behind it. Mr. Morrison will lead in the Commons ; Mr. Dalton will prove his mettle as Chancellor of the Exchequer—a gruelling test after a World War—and Sir William Jowitt must be translated to " another place " to perform his function on the Woolsack. Three or four by-elections, to " test the wind," were pending before the Government was born or thought of ! But the wind is likely to blow steady for some time to come.



THE DRAMATIC CHANGE IN THE TEN-YEAR-OLD PARLIAMENT AT WESTMINSTER : The 1945 Election results compared with 1935. The figures announced last week—on Thursday, July 26—revealed a dramatic change in the ten-year-old Parliament. Labour had won by a sweeping majority over all parties. The results of last week's Election and of 1935 are both shown here ; the columns marked E indicate the actual Election results ; those to the right, marked D, show the state of the House at the time of Dissolution. Thus, in the first pair of columns we see the Conservative column has shrunk to 195 from 358 ; Labour rose to 392 from its previous 163. At the 1935 election the towering Conservative column fell slightly and the Labour one rose



THE TOTAL VOTES CAST FOR THE THREE MAIN PARTIES AS REVEALED AT LAST WEEK'S COUNT : The total voting for the three main parties is here shown in block form, a total of 9,977,434, including National Liberal and National, standing for the Conservative side of the House. This figure was topped by Labour with 11,890,000 votes. The Liberal voting only registered about 2,250,000

One Return and One Single.—We read on the eve of the election count that Mr. Churchill and Mr. Attlee intended to come back to London to hear the result of the polls. Afterwards *one of them would return* to finish the business at Potsdam. I wonder how many people that day believed that the return ticket would go to Mr. Attlee and that Mr. Churchill would not return. For this is the odd thing about the election : The issue—Socialist or Conservative—was quite open. No prophet ventured to forecast the result. It might just as well prove a great Socialist victory as a vote of confidence in the Caretakers. But very few people—in the teeth of the inexorable logic of the votes—conceived of the possibility of Churchill not returning to wind up Potsdam. They had forgotten the nursery saw : " You can't eat your cake and have it." And another thought occurred to me : If the party leader who won the dog-fight was to be handed the return ticket to Potsdam, who, pray, was to grapple with the fearfully intricate, important and pressing business of Cabinet-making at home ? At no time in his period of power is a Premier so preoccupied as in the first week of his summons to power. How can a new Premier build a new world in Potsdam and build a new Cabinet for Westminster at one and the same time ? There is but one partial instance in history of a British Premier beginning the work of Cabinet-making abroad. All these matters are resolved now. I am one of those who believe that Destiny, the Fates, take a motherly interest in Britain. An astonishing, a horrifying, concatenation of unfortunate accidents hung on the decision of the polls. The tangle is smoothed out. The new Premier is a busy man to-day. Which of his key jobs of the hour has priority ? Hang me if I know, but it is too much and too important for one man to accomplish with 100 per cent. efficiency. No General Election was ever so unfortunately timed.

The Mystery of Japanese Inaction.—It may be that the mentality of the Japanese (of whom we still know almost nothing) is so utterly different from that of the Western Democracies as to afford no opportunity to draw analogies between their reactions and ours to parallel circumstances. If we could interpret Japanese mentality as broadly similar to our own we should feel pretty sure that her total failure to oppose by a single shot the cruiser probe into Tokyo Bay by Admiral Halsey was certain proof that Japan is *in extremis* already, from lack of leadership, plan, resolution and munitions of war. For that daring action, comparable to Drake's or Howard's attacks in Cadiz Harbour, is not less shattering a blow to the enemy's prestige. Spain acknowledged her complete humiliation, just as England acknowledged (and the world recognised) the nadir of her sea-power when the Dutch Fleet sailed into our London estuary in the seventeenth century. In a word, a nation in Western civilisation is, and always has been, incapable, while it has a man and a gun available, of folding its hands and enduring an insult and humiliation of so intimate a kind. If it does not resist, it is proof positive that it cannot do so. To such an attack, the excuse of *reculer pour mieux sauter* would never be offered. It may be the Japanese character and mentality are so different from ours that these analogies afford no grounds for optimism, or even guidance. The mystery remains to be solved ; but I will eat my hat if most of the parties and groups in Japan to-day are not flirting with hopes of some sort of face-saving peace, if it is to be had, at almost any price.

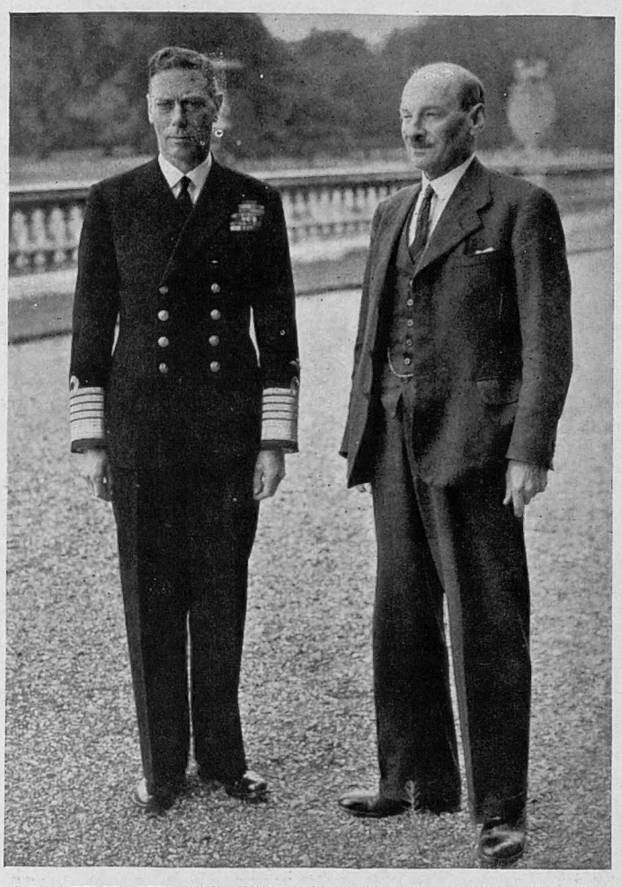
The Trial of Dotage.—I fancy that most of civilisation regretted the necessity to try Pétain. I am sure that all civilisation hoped that the trial would be conducted without uproars and without the vulgarities of modern publicity. So far as the Court could guide and direct events, it appears that the old Marshal received all the consideration usually felt to be due to great age and high position. Pétain's case is still *sub judice* If he prove to be as guilty as Judas, I shall still regret that he was tried at all. It is no doubt illogical (and even unfair to men still on the active list when fifteen to twenty years past man's allotted span) to argue that he was too old to be put upon his plea. We should resent such an argument in, say, the case of General Smuts ! But Pétain's case is different. There were signs of dotage as far back as 1939. And another point : Take a list of all the members of all the French Cabinets between 1920 and 1940, and how many " traitors," how many politicians who put self first and France last, would you not prick ? The prisoner at the bar to-day stands his trial in a thieves' kitchen, the stews of French politics in the years-between. In the dock, in the witness-box, in the well of the Court, where shall you recognise beyond doubt absolute purity of motive, patriotism, integrity, courage ? Only in rare instances. Over the politics of the years-between France resurgent must wish to draw a veil. She knows well that the arch-Judas is not yet before the Court, and (short of him) a general amnesty would best serve her to obliterate a past which must never come back. Old Pétain was better left to die in obscurity. He has had his medicine already.

Flowers for the East End.—Last summer the Curator of the Geffrye Museum, Kingsland Road, E.2, made an appeal to garden-owners to spare some of their flowers for East London and send them to the Museum for a display to lighten the dreariness of that dreary quarter. The idea proved no sentimental gesture, but a most practical boon to children and adults alike. The show of flowers was thronged and enthusiastically enjoyed and remembered as a rare, æsthetic pleasure. Mrs. Harrison, the Curator, repeats her appeal this summer. In view of last year's ready response by garden-owners and of the proved success of the experiment, I feel sure her second appeal will be answered as gladly.

THE OLD STAGER

LABOUR HOLD THEIR FIRST PRESS CONFERENCE AFTER THE GREAT VICTORY AT THE POLLS : The scene is Transport House, Westminster H.Q. of the Labour Party. At the head of the table is Mr. Clement Attlee : on his right are Professor Laski (Chairman of the Party Executive) and Mr. Greenwood. On his left is Mrs. Attlee

AFTER the GREAT POLITICAL TURN OVER



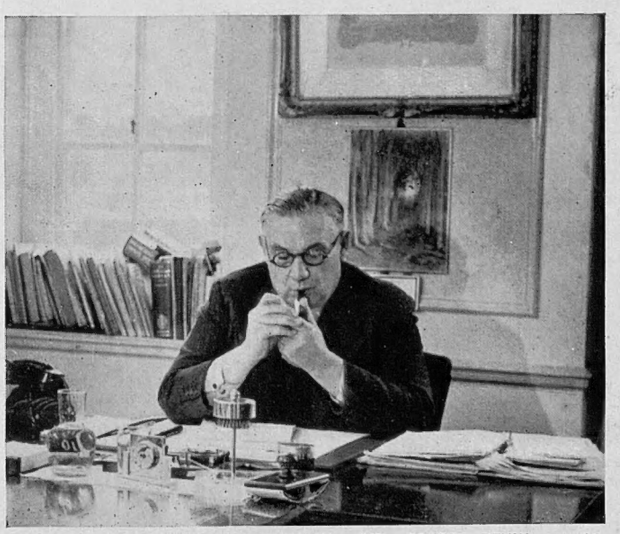
MR. ATTLEE SEES THE KING : After Mr. Churchill's resignation, Mr. Attlee was called to the Palace. He took with him a list of his principal Ministers for the King's approval : later in the same day the new Prime Minister flew to Berlin with Mr. Bevin to resume the interrupted Three-Power Conference

MR. WINSTON CHURCHILL STILL SMILES ! On his way to the Palace on Thursday evening, July 26, to hand in his resignation of the high office he has held since May 1940. The following day he left No. 10 Downing Street,

THE DAY AFTER THE LABOUR VICTORY : Leaving No. 10 are Mr. Brendan Bracken (ex-First Lord of the Admiralty) ; Sir Donald Somervell, K.C. (ex-Home Secretary) ; and Lord Simon

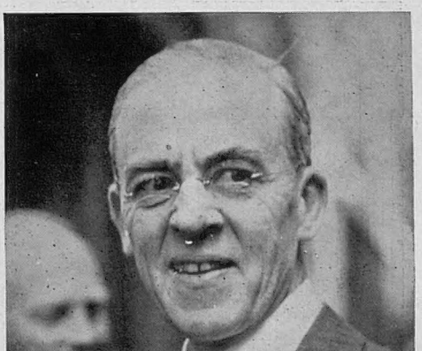
NEW LORD CHANCELLOR—Sir William Jowitt, who will be elevated to the House of Lords to succeed Lord Simon

NEW LORD PRESIDENT OF THE COUNCIL—Mr. Herbert Morrison, who succeeds Lord Woolton. He will also be Deputy Premier



BRITAIN'S NEW FOREIGN SECRETARY : MR. ERNEST BEVIN, at his desk at Transport House, which he now exchanges for Mr. Anthony Eden's seat at the Foreign Office. Mr. Bevin has thus been out of office for but a few weeks, exchanging the Labour Ministry for that of Foreign Affairs

NEW CHANCELLOR—Mr. Hugh Dalton, who succeeds Sir John Anderson. He was formerly at the Board of Trade



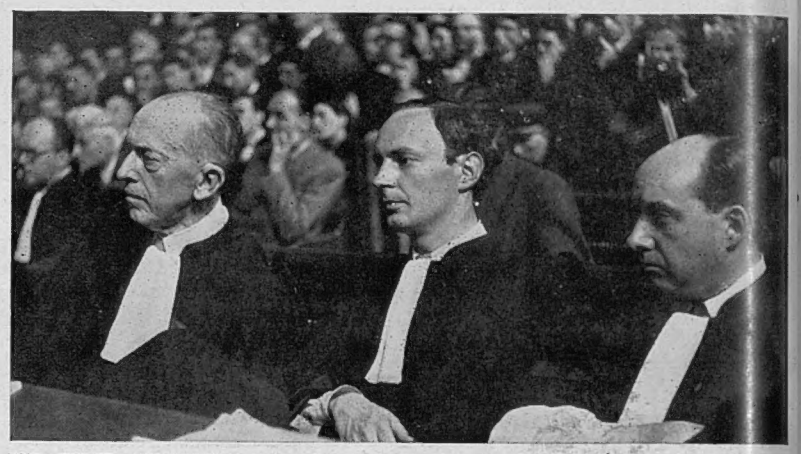
PRESIDENT OF THE BOARD OF TRADE—Sir Stafford Cripps, who succeeds Mr. Oliver Lyttelton in this key position

THE GREAT TREASON TRIAL IN FRANCE

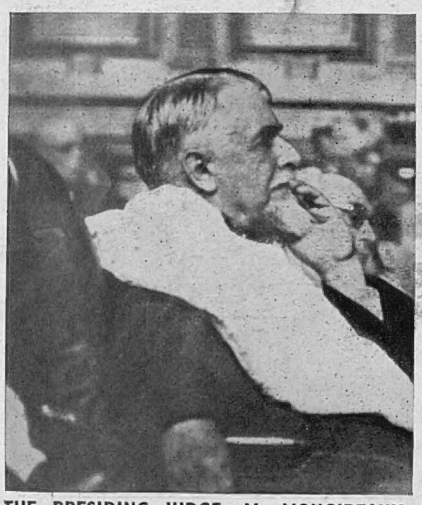
Where Marshal Petain has been Charged in the Palais de Justice

THE EIGHTY-NINE-YEAR-OLD MARSHAL OF FRANCE, PHILIPPE PÉTAIN, the head of the former Vichy Government, as he faced his accusers : a warder sits by his side. The Marshal wore seven stars on the sleeve of his uniform and only one medal—the Médaille Militaire, highest decoration that can be awarded to a French general officer in time of war. Some reporters say that Pétain seemed dull and easily tired : others said that he looked no more than seventy. After the first proceedings he declared his intention of saying nothing

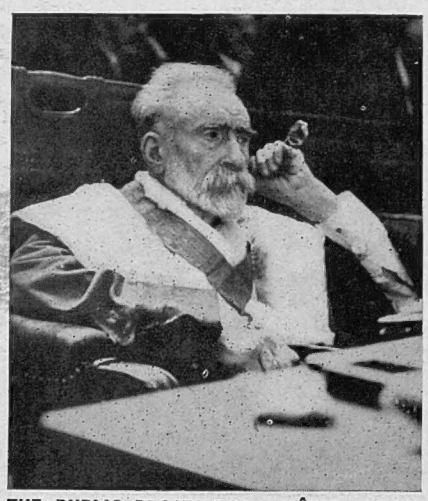
AN IMPRESSION OF MARSHAL PÉTAIN DURING THE TRIAL, evincing a sudden burst of interest. The trial began in the Palais de Justice on July 23 and, in its earlier stages, some disorder was evident until the Presiding Judge had given orders for demonstrators to be ejected



THE THREE ATTORNEYS FOR THE DEFENCE OF MARSHAL PÉTAIN—from left to right they are : the former Batonnier Fernand Payen, leading counsel ; Maître Jacques Isorni, who made a great impression during cross-examination of the chief witnesses ; and Maître Jean Lemaire



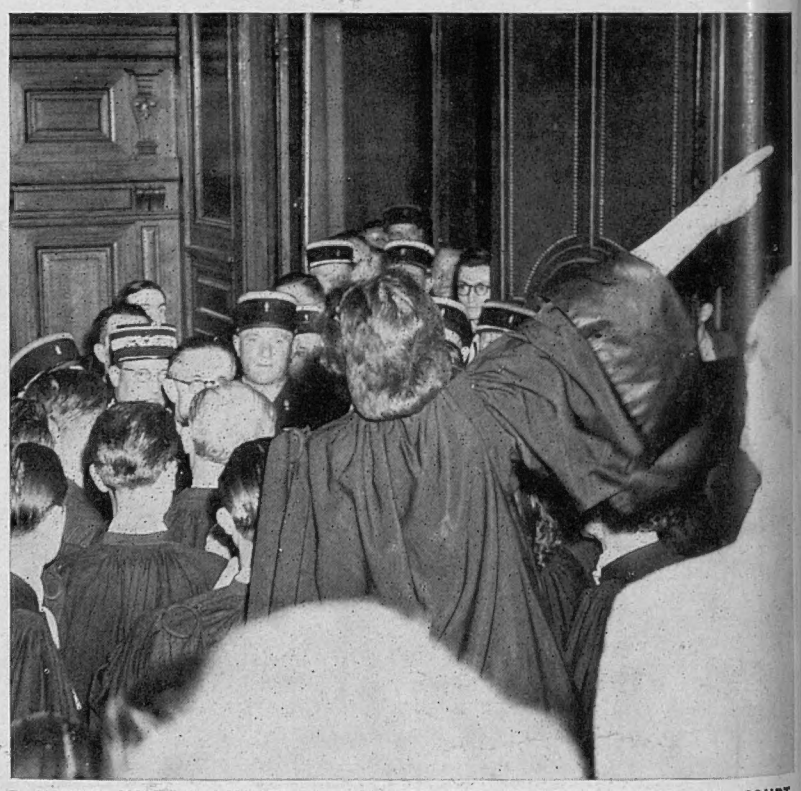
THE PRESIDING JUDGE, M. MONGIBEAUX, who began the proceedings by saying that the trial was an historical occasion and that he would not tolerate any breaches of discipline



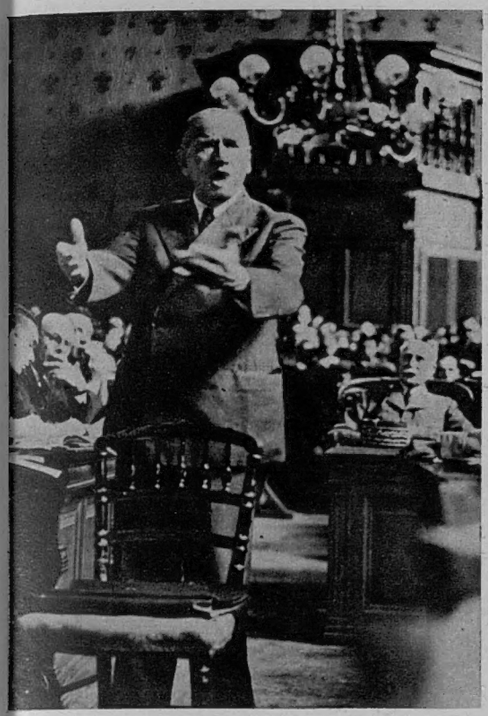
THE PUBLIC PROSECUTOR, MAÎTRE ANDRE MORNET, who is seventy-five years of age and who prosecuted Mata Hari during the last war, seated in court during the trial

PRESIDENT LEBRUN (last President of France) and M. Louis Marin (noted Right Wing leader) were both present : The former gave important evidence against Pétain

M. PAUL REYNAUD (last Premier of France) and M. Michel Clemenceau (son of " the Tiger ") : The evidence of the former was sensational in its revelations

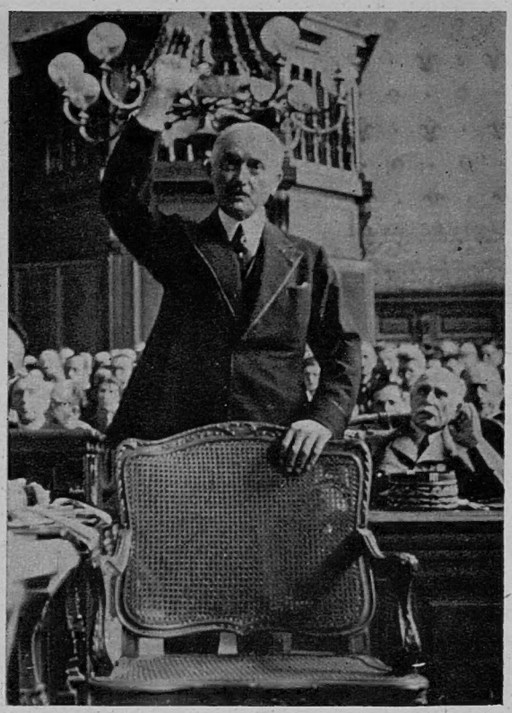


A YOUNG WOMAN LAWYER APPEALS TO THE STRUGGLING MASS IN COURT when disorders broke out on the first day of the trial : Confusion and uproar unprecedented in a High Court of Justice marked the opening of the Pétain trial. The Public Prosecutor was twice jeered at by the crowd in Court. Mobile guards tried to maintain order, whilst the Judge's voice was drowned in the deafening noise. The Public Prosecutor, Maître Mornet, shouted " There are too many Germans in this Court," and the proceedings were adjourned while the howling, seething mob of men, women and barristers were ejected. A young woman lawyer appealed to the struggling mass : " Remember the public are watching you. This is a disgrace," she shouted



A DRAMATIC MOMENT DURING THE EVIDENCE GIVEN BY M. DALADIER, a former Prime Minister, who testified against Pétain : At times he showed great emotion and used considerable gesticulation

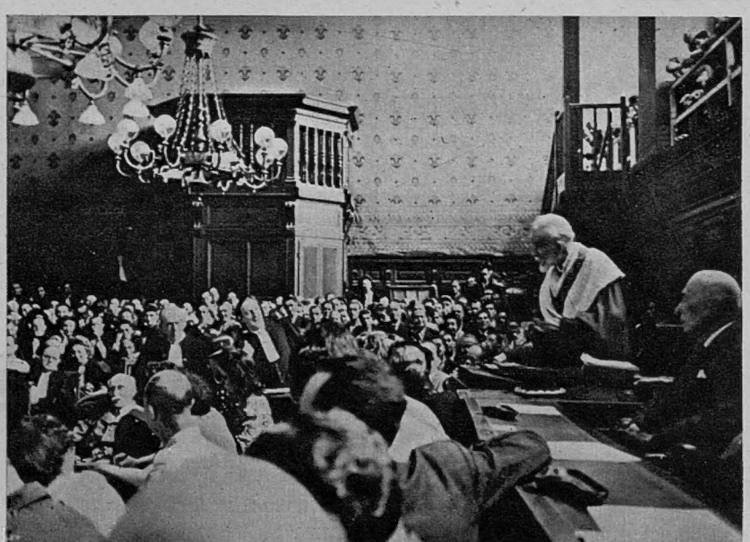
M. PAUL REYNAUD TAKES THE OATH : He was the chief witness for the prosecution, and his evidence contained many revelations of the events preceding and following the Fall of France



M. LEBRUN, FORMER PRESIDENT OF THE REPUBLIC, PREPARES TO TESTIFY : Whilst Lebrun was giving his evidence to the Court, Pétain closed his eyes once or twice and appeared to nod, as if asleep

SCENES IN THE CROWDED COURTROOM AS TWO FORMER PREMIERS OF FRANCE TOLD OF THE PART PLAYED BY THE ANCIENT MARSHAL IN 1940 AND AFTER : M. Reynaud is seen in the left picture and M. Daladier in that on the right. Every seat was occupied by reporters, officials, counsel, witnesses and distinguished spectators ; and it often seemed as if the chief personages were speaking from a sea of heads. At moments passions ran very high

A DRAMATIC MOMENT, After M. Paul Reynaud had read his accusation ; M. Fernand Payen, Pétain's leading counsel, accused the former French Premier of being a "professional calumniator." Pétain, slumped in his chair, on the left, seems to be taking no interest at all in the proceedings



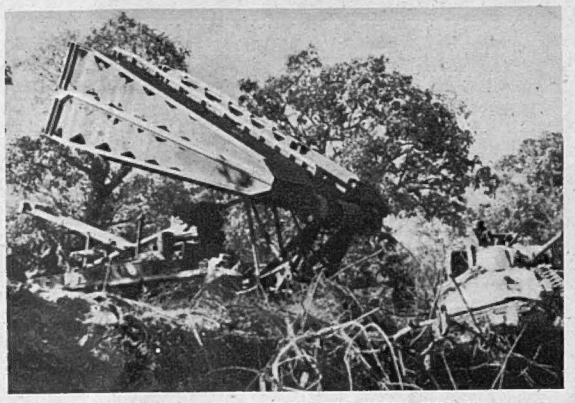
MAÎTRE ANDRE MORNET, CHIEF PROSECUTOR, stands up in his place to argue with Maître Jacques Isorni, defence attorney, during the second day's session : Marshal Pétain can be seen to the left listening to the proceedings with more than his normal alertness

THE CAMPAIGN IN BURMA

The Weapons Used Against the Japs; and the Anti-Malaria Campaign

—Special Sphere Drawings

1—THE "SCISSORS" BRIDGE AT WORK IN THE BURMESE JUNGLE: A Sherman tank is confronted with a steep-banked nullah and no bridge. A member of the crew radios back for a bridging tank

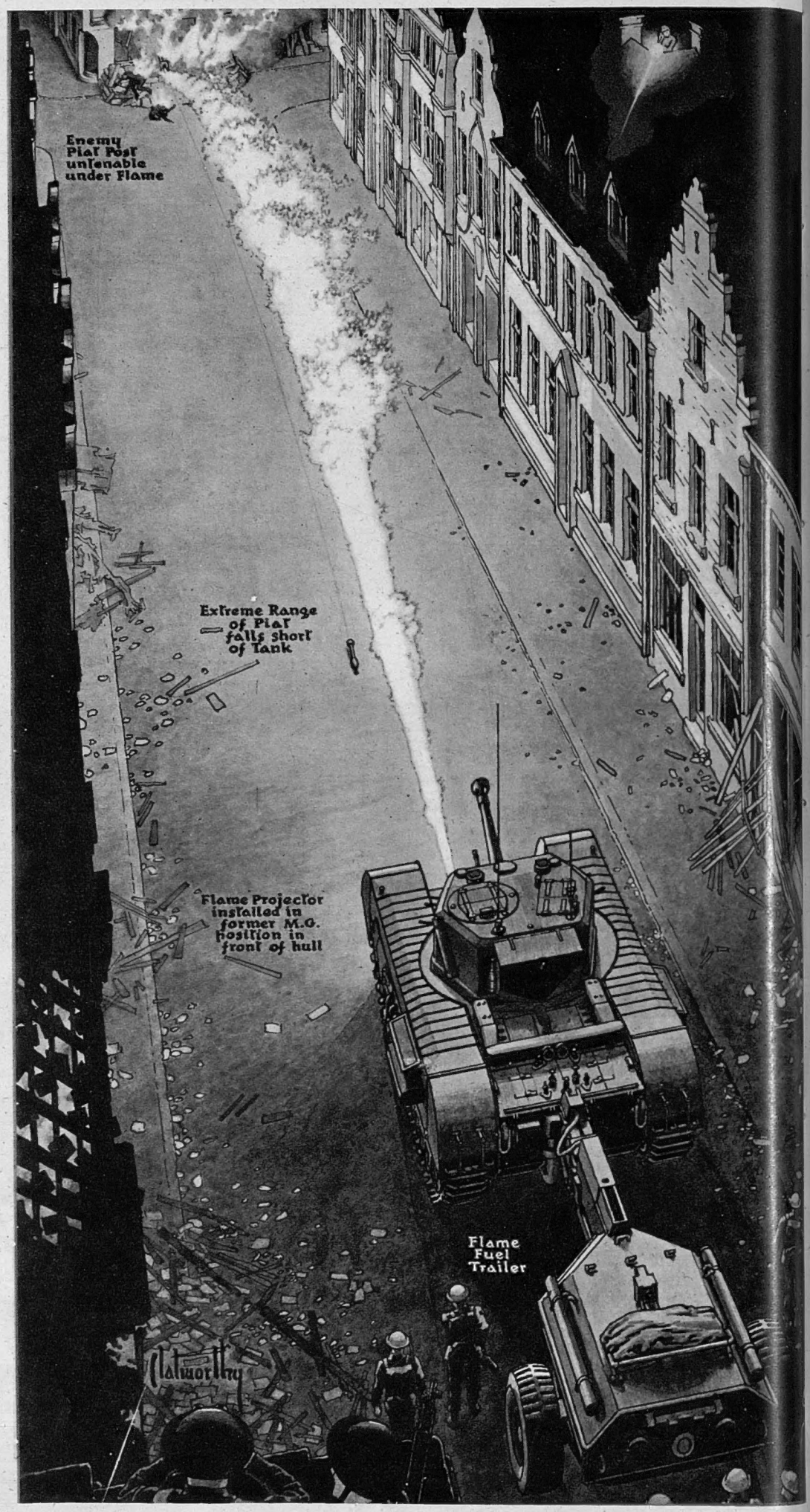


2—THE BRIDGE ARRIVES UNDER ITS OWN POWER at the edge of the nullah, and its crew set in motion the hydraulic arm which throws the ramp across the gap

3—THE BRIDGE-BUILDING OPERATION IS COMPLETED: The Churchill chassis has departed and the Sherman continues its pursuit of the enemy. The bridge can take a load of 38 tons: it has been erected with a record saving of time, life and effort

These three pictures show how the "Scissors" type of self-propelled bridge—one of the greatest time- and life-savers on the Burma front—operates. In this instance, a tank was confronted with one of the many unscalable nullahs which abound on this front, and its advance was held up. The crew radioed for a "Scissors" bridge, which, with its armoured protection for the bridging crew and speed of operation, has done so much to defeat the Japanese, who placed great reliance in using the natural ground defences afforded by chaungs and nullahs

THE TREACHEROUS JAP—and one of his little tricks: Among the booby-traps discovered in the East was a mined head of cabbage. In the heart of it was a Jap fragmentation grenade, so fused that at the slightest touch it would have exploded and caused considerable damage



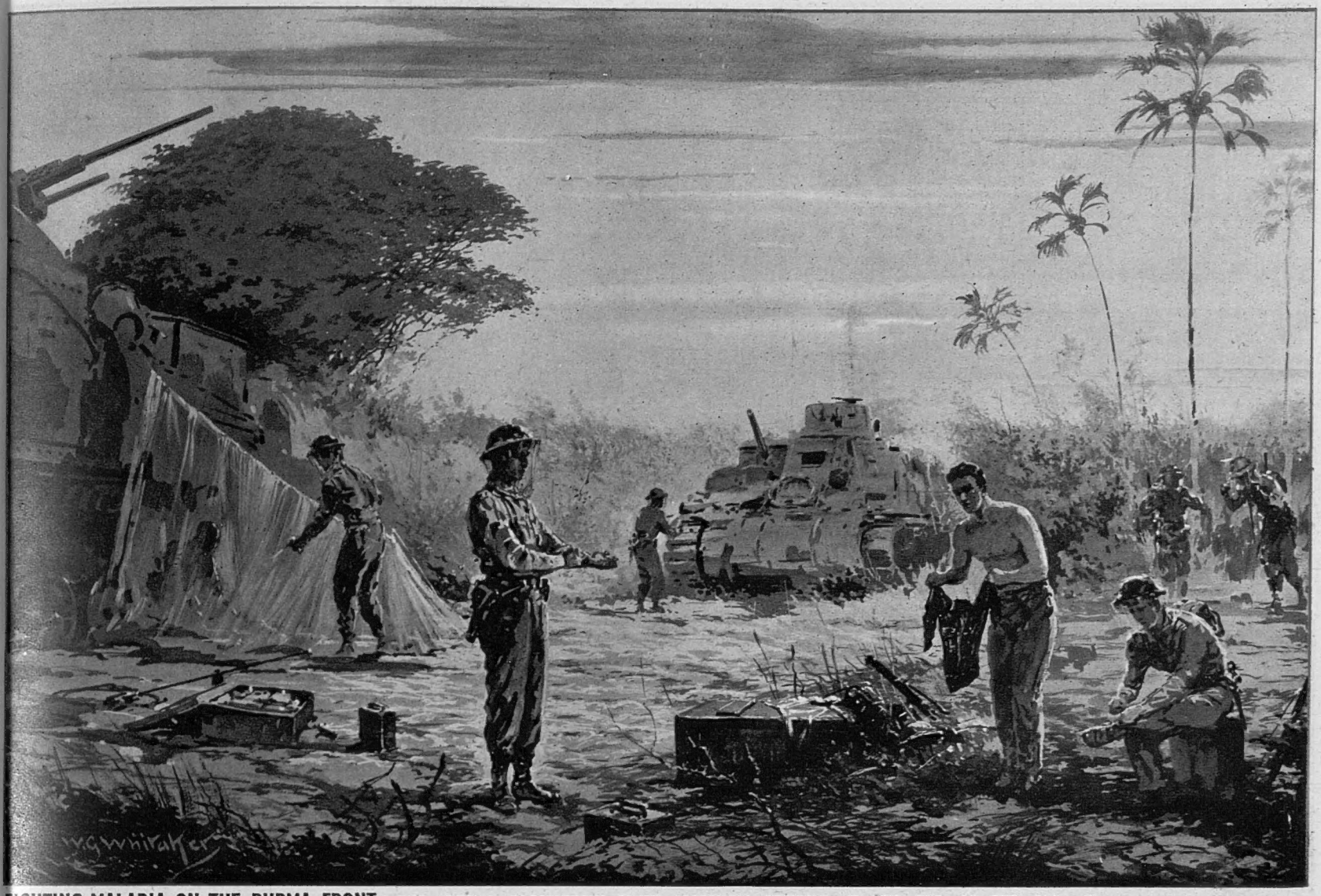
FIRST PERFECTED FOR THE WAR AGAINST GERMANY, THE DEADLY FLAME-THROWER is now being used against the Japanese in Burma and (by the Americans) in the Far East. Here is how it operates when opposed by the enemy equivalent of the P.I.A.T.—*Drawing by S. W. Clatworthy (Artist's copyright in U.S.A. and Western Hemisphere)*

A notable development perfected by Britain in the later phases of the German war, and liable to be underestimated on that account, is the flame-throwing tank. This very successful weapon was much dreaded by the enemy, and proved nearly as demoralising to defending troops as the dive-bomber in earlier phases. It is now being used against the Japs by both British and Americans: the latter made great play with this deadly weapon during the winkling out of the Japs on Okinawa.

The drawing above shows a typical instance of its use in clearing a town, and at night, when its roaring spout of flame appears doubly intimidating.

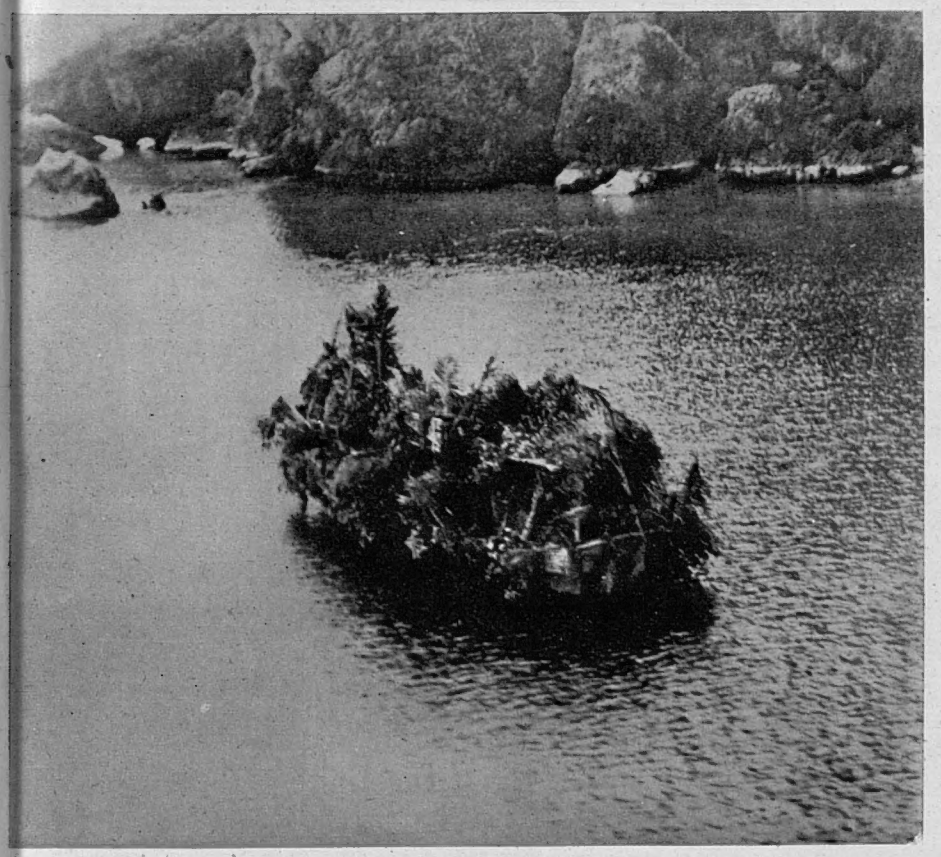
The most successful anti-tank weapon in towns was found to be the Piat or bazooka, and a normal tank in the situation depicted would be actually at a disadvantage if the Piat post were robustly built. The flame-thrower, however, can destroy it at will, and remain quite unscathed, for the range of the jet exceeds that of the Piat, allowing it to remain beyond reach, while the post, no matter how strong, cannot keep out the insidious flame.

The flame-thrower shown is the "Crocodile." This is an adapted version of the well-proven Churchill tank. It seems a pity that the appropriate name "Dragon" had previously been allocated to a different kind of vehicle!



FIGHTING MALARIA ON THE BURMA FRONT: THE SPECIAL PRECAUTIONS WITH MOSQUITO NETTING AT THE END OF THE DAY. Shorts and bare arms are now not allowed: when working in the jungle, nets are also worn over the head—*Drawing by W. G. Whitaker*

In 1943, 70 per cent. of all sickness cases in the Army in South-East Asia were caused by malaria: in the first four months of this year they were down to 27 per cent. Largely, this has been brought about by the use of the drug mepacrine: but also by a rigid anti-malaria discipline. "All Servicemen in this theatre east of the Brahmaputra must, under military discipline, take daily a tablet of mepacrine, which prevents attacks of blackwater fever, suppresses the symptoms of malaria and cures entirely the malignant tertian type of the disease," writes Mr. Edmund Townshend from Rangoon. "Though mepacrine discolours the skin as long as men are taking their daily dose, it has no harmful effects. Close-fitting, wide-meshed veils and sleeves impregnated with the liquid keep mosquitoes away for seventy-two hours, and used as a skin lotion the liquid is effective for two hours. An important factor in the anti-malaria campaign is discipline in dress. To reduce the risk of mosquito bites, long trousers and buttoned sleeves must be worn, particularly during the hours between dusk and dawn, and mosquito nets must be used for sleeping. Warning notices everywhere remind our soldiers in Burma that after dusk bare arms and knees invite malaria"



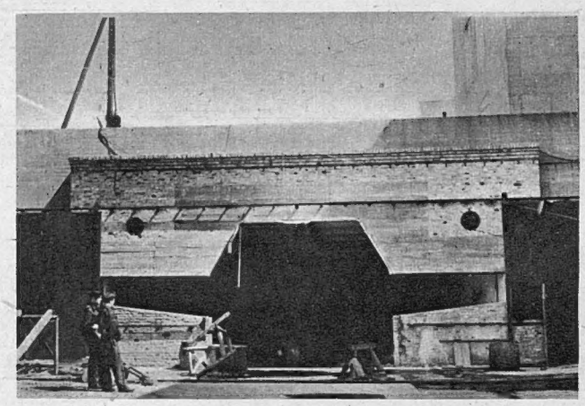
THE "SUGAR DOG" IS CAUGHT BY AN R.A.F. BOMBING PLANE in the Gulf of Siam: This low-level photograph, taken from an R.A.F. Sunderland operating from an advanced base in Burma, shows how the Japanese camouflage their barges in the Gulf of Siam in an attempt to avoid air attack. This one is supposed to represent a tree-covered isle off the coast. These barges, sailing and motor vessels, are known as "sugar dogs" and "sugar foxes"; they attempt to run supplies and stores to the Japanese Armies in Siam. Each "sugar dog" can, it is estimated, carry sufficient rice to feed a Japanese Division for a month

THE CHINESE SIXTH ARMY IS FLOWN FROM BURMA TO CHINA: The entire Chinese Sixth Army, with full battle equipment, has been flown by American transport planes from Burma to China over the perilous Himalaya range. This colossal undertaking has enabled the veteran Sixth Army to continue their struggle against Japan in still another active theatre of war. The picture reproduced above was taken high over the Himalaya "Hump," with a giant plane flying through the treacherous weather of that area to its destination in China

CIVIL AFFAIRS AT WORK IN RANGOON: News and announcements in Burmese and Urdu are broadcast every day in the capital. Local inhabitants, who before the Japanese occupation had been employed by the British authorities, are the announcers. In this picture, Sergeant Shuman (who comes from East Dulwich, London) is distributing news-sheets from a Civil Affairs van

FURTHER DISCOVERIES IN GERMANY

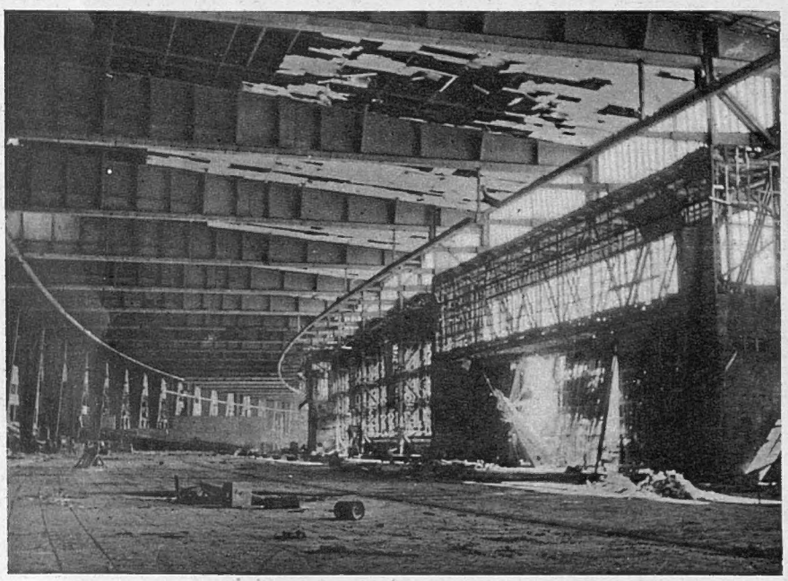
And Scenes in Berlin's Thriving "Black Market"



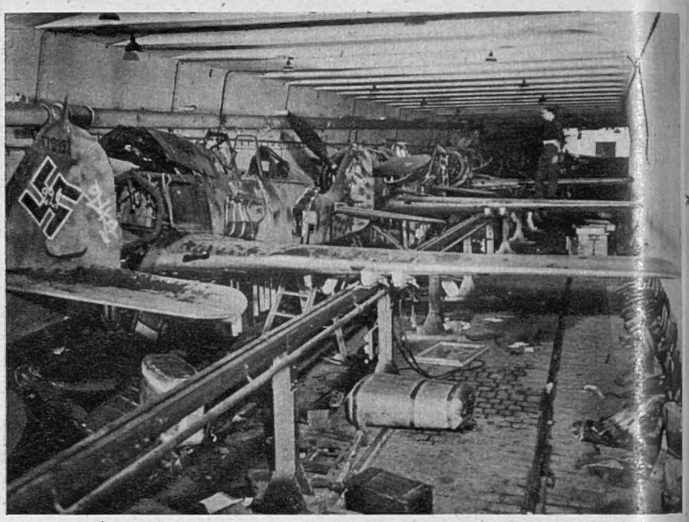
THE TEMPELHOF AIRFIELD IN BERLIN HID A FOCKE-WULF ASSEMBLY PLANT: The aperture at the end of the assembly line through which the completed F.W.190s emerged ready for testing

Berlin's famous Tempelhof airfield—before the war one of the finest and best-equipped airfields in Europe—became during the war an assembly plant for Focke-Wulf aircraft. In a subterranean passage beneath the great sweep of the airport buildings, two assembly lines for F.W.190s were laid down. The end of the passage, substantially built of reinforced concrete, was bricked up but for an aperture through which the assembled aircraft emerged on to the airfield ready for test flying. All the parts of the aircraft were made elsewhere in Germany and brought to Tempelhof for assembly. The huge main entrance hall was bricked up and also used as a workshop

THE GREAT SWEEP OF HANGARS AND BUILDINGS AT TEMPELHOF beneath which ran the assembly lines for F.W.190s. Towards the end of the European War this airport was heavily bombed by the Allies

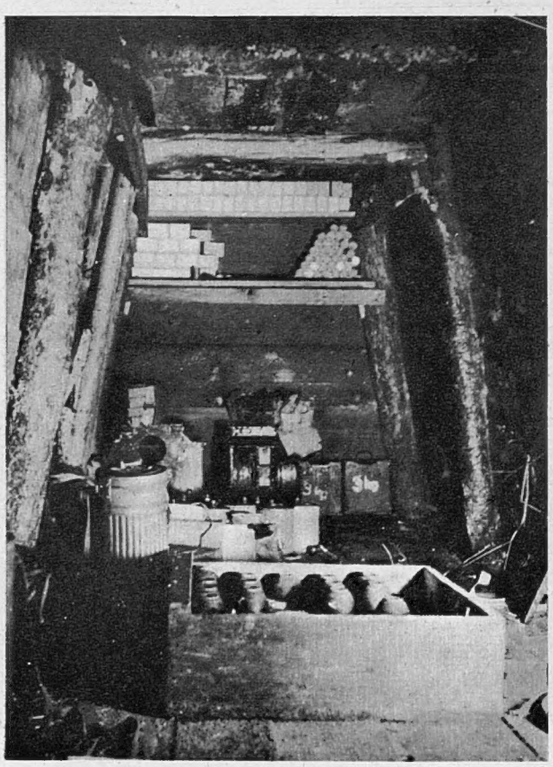


INSIDE ONE OF THE BIG HANGARS ON THE TEMPELHOF AIRFIELD, showing some of the damage caused during Allied air raids on Berlin: It was beneath these hangars that the underground factory was constructed



PART OF THE F.W.190 ASSEMBLY LINE, beneath the hangars and administrative buildings of the airport: space here was very restricted, but a good number of aircraft were turned out

UNDERGROUND GERMAN AMMUNITION BUNKERS DISCOVERED: A British soldier lifting the lid of an entrance hidden in a thick wood. Through information received from various sources, a branch of the British Intelligence Corps—1010 Anti-Sabotage Detachment—has just unearthed underground ammunition stores built by forced labour for the use of German saboteurs carrying on "Werewolf" activities. In order to keep secret the existence of the bunkers, the builders were shot when the job was completed



INSIDE ONE OF THE UNDERGROUND STORES, showing how the Germans stacked the ammunition in orderly piles for possible sabotage purposes

SOVIET PROPAGANDA NOTICES ARE TAKEN DOWN in the British and American sectors of Berlin: When the Russians entered Berlin, extracts from Stalin's speeches were put up in the city and surrounding districts. With the division of Berlin into three occupation zones, the notices in the British and American sectors were removed. The one reads as follows: "Hitlers come and go, but the German people and German State live on

A RUSSIAN TANK PUT UP IN BERLIN AS A MEMORIAL TO RED ARMY TANK MEN : At the end of the Potsdammerstrasse, in Berlin, the Russians have put up this platform to carry a Stalin tank which entered the German capital during the fighting. It weighs 60 tons and carries two 125-mm. guns; it is to remain in this elevated position as a permanent memorial

GUNS PLACED IN THE BERLIN STREETS NOW SERVE THE CHILDREN AS PLAYGROUNDS : This turret of a Tiger tank, and its long-barrelled 88-mm. gun, was dug into one of the public squares alongside the Potsdammerstrasse. It is a never-ending attraction to German children, who have mastered the controls which move the gun about. Here, and at other similar places, children are always to be found playing with the deadly toys

BERLIN BLACK MARKET : A SCENE IN THE ROADWAY NEAR THE OLD REICHSTAG BUILDING, where German civilians openly offer what they have left of their possessions. They barter these for such necessities as the Allied soldiers have to offer—cigarettes and chocolate for German cameras and watches

FASCINATED BY HER NEW POSSESSION, a Red Army girl shows a companion the watch she has just purchased from a German civilian in the Black Market : The Russians are especially eager to secure watches and pay fantastic prices for them

A WRIST-WATCH IS OFFERED BY AN AMERICAN SOLDIER IN A BERLIN STREET : The prospective purchaser is a Russian. The centre of the Berlin Black Market is located near the Reichstag, in the very centre of the city. Frequent raids are made by the German police, but the traffic atill goes on. The Russians have a weakness for watches : it is known that as much as £60 has been paid for one. The soldiers trade cigarettes and chocolate mainly; the civilians dispose of their few remaining possessions for these commodities

AN OPEN DISPLAY OF WARES FOR SALE IN THE BLACK MARKET : Two Germans have pooled what they want to sell and are offering them to a Red Army officer. The Russians seem to possess almost unlimited money for their purchases

FRATERNISATION IN FULL SWING

And Other Pictures from the Occupied Zones in Germany

AMERICAN SOLDIER AND GERMAN GIRL AT THE BERLIN LIDO: They sit in a double beach-chair at the Wannsee, fashionable Berlin pleasure-park and bathing centre. He fought his way into the heart of Germany: she may have made the munitions which were fired at him. But all is now forgotten, and "fraternisation" is permitted

AN INTIMATE MOMENT ON THE SANDY SHORE OF THE WANNSEE: Apparently the girls of the capital have plenty of time on their hands: few of them work, as factories and offices in the centre of the city no longer exist. Whilst the weather remains fine, most of the day is spent at the Wannsee, the sandy-shored lake which serves the Berliners as a swimming and social centre. British and American soldiers are now freely consorting with German girls here, and at other places in Berlin. The girls seem to bear the Allied soldiers little animosity

TWO GERMAN GIRLS AND A BRITISH SOLDIER GO SWIMMING: Many of the Germans are happy—and pretty. With the lifting of the "ban," the soldiers have not been slow to make friends with their former enemies in the capital and elsewhere

ANOTHER FORM OF FRATERNISATION: German children wait patiently for their share of Allied food. German children with empty cans can be seen when any open-air Allied meal queue forms in Berlin. Waiting until the troops empty their plates in swill-tubs, the children then gather the fragments for themselves. Here three youngsters wait hungrily while British and American troops queue in the dinner line in Berlin

THE BRIDE OF BELSEN: a Polish woman prepares for her marriage to a British soldier: These two pictures were taken on July 21, when Mr. Edward Quattrucci, of Carshalton, Surrey, and Miss Toni Suchecks, of Sackopane, Poland, were married in a small church in Belsen Camp. Mr. Quattrucci, a British subject, is a member of the Red Cross Commission and he did valuable work in the early days of Belsen Camp. There he met Miss Suchecks, who, with her father and brother, had been a prisoner for over four years. Her father was shot by the S.S. and she believes her brother is also dead

THE SCENE IN THE SMALL CHURCH IN BELSEN CAMP during the marriage of Mr. Edward Quattrucci to Miss Toni Suchecks. They met at the infamous horror camp, where the bride had been a prisoner of the Nazis for four years

GERMANS ARE SWORN-IN AS JUDGES: The scene in Munich as Military Government officers swear-in anti-Nazi civilians who have been selected for this purpose

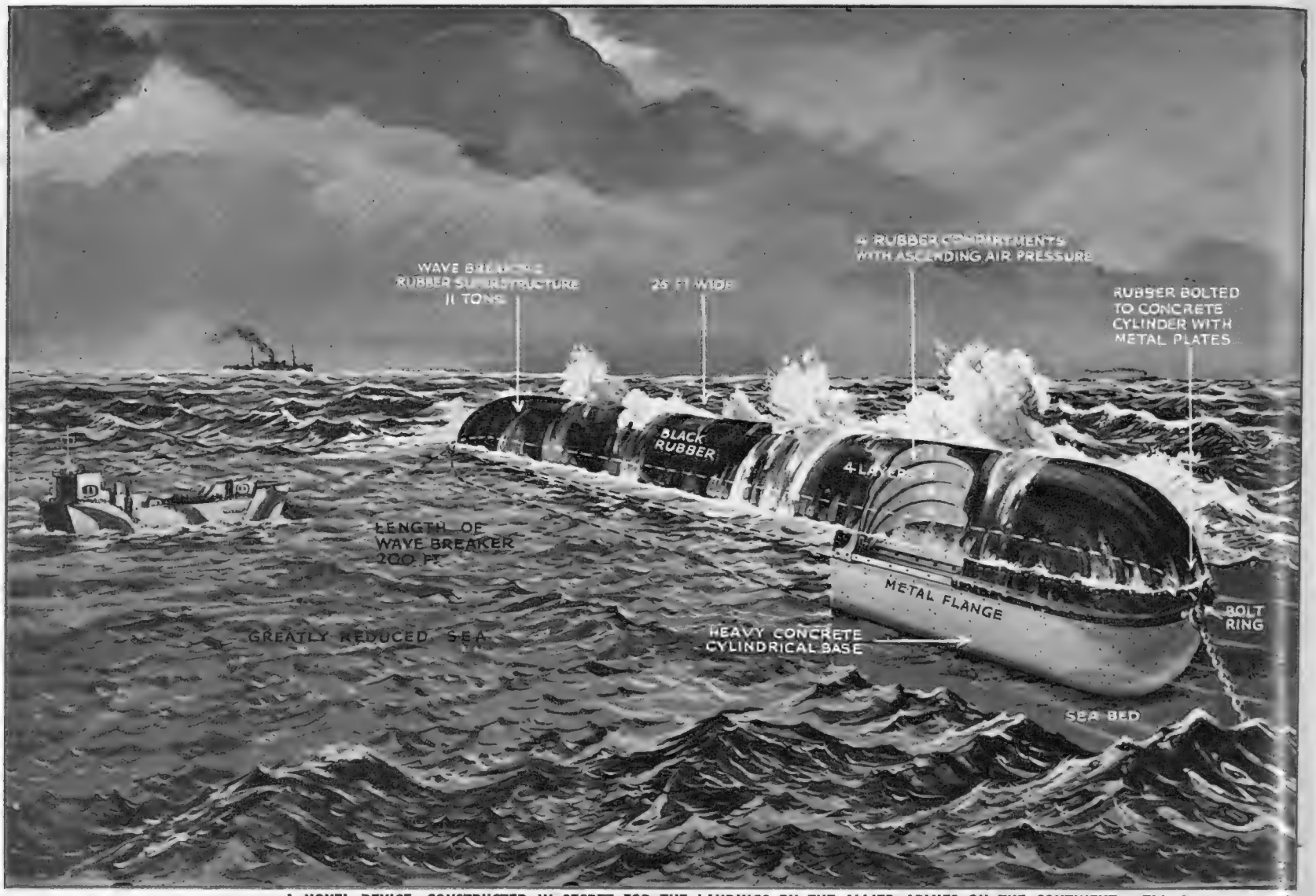
COLONEL WALTER KURTZ, OF THE U.S. ARMY, shakes hands with the chief German judge, Dr. Franz Lieb, Director of the German Court, after the swearing-in ceremony: Now that war-ravaged Germany is gradually returning to normality, the Military Government in Munich are installing German judges to deal with the affairs of the German Civil Court. The credentials of each man are carefully scrutinised before he is sworn into office

AMERICAN TROOPS RETURN TO THE UNITED STATES FROM LE HAVRE: These men are part of the 87th "Acorn" Division: they are preparing to board tank landing craft in the harbour at Le Havre for transference to the U.S.S. *West Point*. This vessel is to take them back to the States for re-deployment to other war areas

THE LAST FLIGHT OF THE B.L.A. WAR PIGEONS FROM BERLIN: On July 19, at the Stadium in Berlin, large flights of war pigeons were released in their last assignment of this campaign. The first flight of birds, numbering fifty-one, were released with messages for the Princess Royal and the Chief of the Royal Signal Corps. Other flights were released with messages for Bayeaux, Brussels, The Hague and Venlo. A final flight of fourteen birds carried messages for the 21st Army Group, which ended the grand service of these feathered allies. The birds were in charge of, and released by, Captain Hunter Dunn, Chief of the Pigeon Messenger Service to the 21st Army

GERMANS TAKE STEPS TO GUARD AGAINST A WINTER FUEL SHORTAGE: With a severe fuel shortage in the coming winter months imminent, German civilians have been availing themselves of every possible means of stocking up their supply. Here former German Army barracks are being torn down, and the scramble for the timber has started. With the breakdown of the Nazi Party, German civilians have shown little regard for law and order in many respects

EAGER TO GET BACK TO THE SAAR: German civilians crowd around American booths in Bamberg. These civilians are awaiting "screening" by teams from a Military Government detachment, prior to boarding trains for their homes in the Saar area. Only 3000 Germans were authorised to receive transportation, but many others gathered at the railway station in the hopes of making the journey. The American Army authorised transportation only of miners, farmers and other essential workers



A NOVEL DEVICE, CONSTRUCTED IN SECRET FOR THE LANDINGS BY THE ALLIED ARMIES ON THE CONTINENT: This is a pneumatic wave-controller, built by Dunlops. It "rides" the waves and so reduces their strength that a 6-ft. wave becomes no higher than 1 ft. It weighs nearly 11 tons and was used in the invasion of Normandy.—*Drawing by E. G. Lambert*

The WAVE-BREAKER

One of the Secret Inventions of the War Now Revealed

And a Picture of a Big Floating-Dock Now in Australia

At the recent Dunlop War Exhibition at the Royal Empire Society in London, some 400 new war products were placed on view, for the public to see for themselves some of the latest devices made out of rubber and allied products.

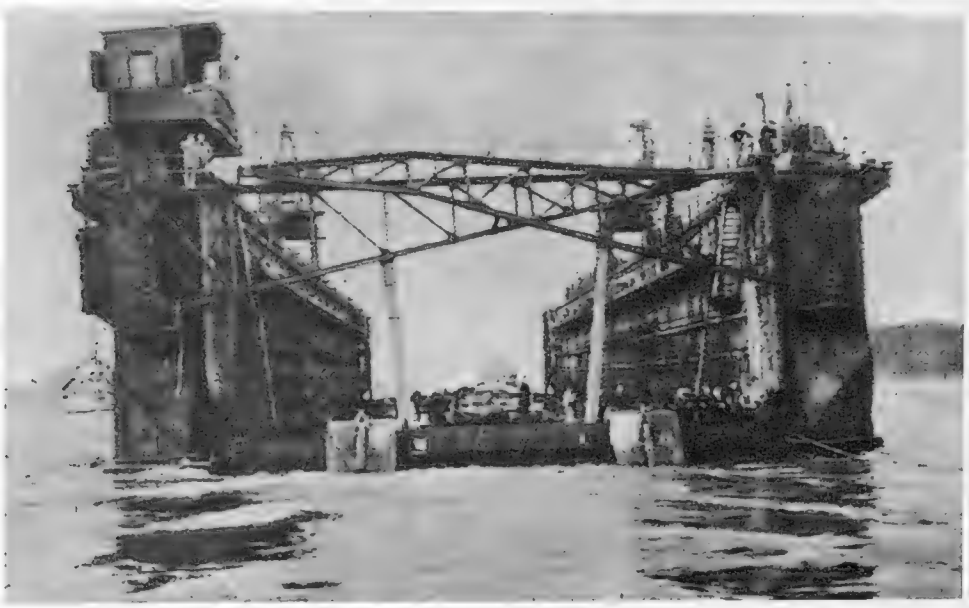
One of the most startling of the objects shown was the "Admiralty Pneumatic Wave-Controller," of which a miniature model was displayed, one-thirty-fifth of its actual size. A full-scale drawing of it in position off the Normandy coast is shown above. This was the largest individual device ever produced by the rubber industry anywhere in the world.

A number of these units, set in line for wave-control, will reduce a six-foot wave to approximately one foot. Each unit consists of a pneumatic pontoon weighing nearly eleven tons. The multiplied heavy rubberised-cotton deck of the pontoon is made up into four capacity chambers of 7,000 cubic feet each.

Each of these four chambers must maintain its individual pressure for at least seven days. The outer chamber has a pressure of one pound; the second, two lbs.; the third, three lbs.; and the fourth, four lbs. The whole unit is 200 ft. long and 25 ft. high. It is clamped with 500 bolts and channel irons to a 700-tons concrete keel, with anchorage to the sea bed at the ends.

When a number of these units are set in line broadside, the waves strike the outer chambers, which may ride the punch. If, however, the wave is extremely heavy, the pressure is transmitted to the second, third or fourth chambers, which, with the pendulum action of the 700-tons concrete keel, will reduce a six-foot wave to approximately one foot

AN ACTUAL PHOTOGRAPH OF ONE OF THE WAVE-CONTROLLERS in a dock-basin in England before going out to the Continental coast: Final adjustments are being made to its fittings and attachments



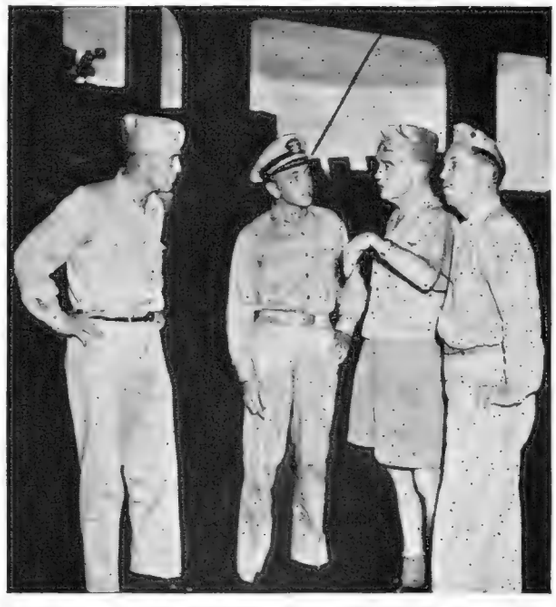
***On left*—TOWED FROM ICELAND TO AUSTRALIA:** This picture (just received by radio) shows a Royal Navy floating-dock of 2,750 tons which was towed out from Iceland by two 800-ton tugs. The voyage began last September: raging gales, as well as the dangers of submarine attack, had to be faced. Sailors worked for hours up to their necks in water to reconnect broken towlines during the journey. Once the dock actually broke free and drifted for 72 hours before finally being secured

THE U.S.S. "INTREPID" LISTS AFTER A JAPANESE ATTACK—ONE OF FOUR SUSTAINED BY THIS AIRCRAFT-CARRIER IN JUST OVER A YEAR: Still smoking, the *Intrepid* takes on a heavy list to starboard after a Japanese plane had crash-dived into her flight deck on April 16, while operating off Kyushu, in Japanese home waters. This was the fourth direct hit made by the enemy on this carrier in fifteen months of combat operations in the Pacific. The big vessel is now back again in action, after having been repaired in a Navy Yard on the West Coast of America

THREE AMERICAN WARSHIPS

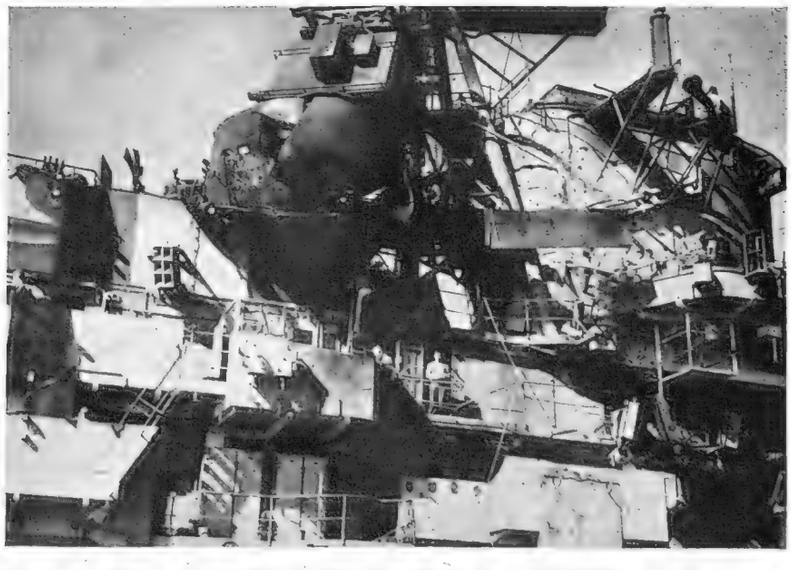
Attacked by Jap Suicide Bombers in the Pacific

ANOTHER PICTURE OF THE "INTREPID" UNDER JAP ATTACK—this time off the coast of Luzon, in the Philippines, on November 25. The fire-fighters on the flight deck are almost hidden by the smoke of countless small blazes after a Jap suicide plane had crashed into her. She was again hit on March 19, and then on April 16



ADMIRAL HALSEY ABOARD THE "TICONDEROGA": The Commander of the Third Fleet (in shorts) is shown with two of his staff during a visit to the Essex-class carrier after it had returned to an advanced base following the attack by Jap suicide planes off the coast of Formosa on January 21, 1945. Admiral Halsey is demonstrating, with gestures, the suicide-attack procedure of Jap planes such as the two which hit the big vessel. He is talking to Lieut.-Commander Irvin Chase, navigator of the carrier

THE U.S.S. "NEVADA," VETERAN OF TWO WARS, AND OF MANY PACIFIC BATTLES: Water-soaked decks and tangled wreckage mark the area on the main deck aft of the U.S.S. *Nevada* following a Jap suicide crash-dive off Okinawa. Fires, which spread over the after ends of the ship, had been brought under control when this picture was taken. The hit knocked out both automatic weapons and a main battery turret, and killed eleven and wounded another forty-one. The *Nevada* returned to her assigned bombardment within a few hours after the hit. The old warship was commissioned in March 1916: she has weathered many battles, including the Jap attack on Pearl Harbour



THE DAY AFTER TWO JAP AIRCRAFT HAD HIT THE U.S.S. "TICONDEROGA." This is a new Essex-class carrier: she was hit off the coast of Formosa on January 21. This view shows the damage caused to her superstructure by the Jap suicide pilots. Among those seriously injured from the second hit was the ship's commanding officer, Captain Dixie Keifer (who has since been promoted to Commodore). The *Ticonderoga* has since been restored to fighting shape and is once again roaming enemy waters around the Japanese homeland

A BRITISH PILOT IS RESCUED AFTER AN ACTION IN THE PACIFIC: He is here being helped out of the Walrus which picked him out of the sea and brought him back to the flight-deck of his own aircraft-carrier

On right—**ECLIPSE OF THE SUN**

Elaborate arrangements were made to observe and photograph the recent eclipse of the sun. The arrangements included an expedition organised by the Amateur Astronomical Association of New York, which was flown to Butte, Montana.

Byron Bunch, the pilot of a Lockheed Hudson plane, said: "As we were gaining our height of 12,500 ft. at 6.3, local time, the shadow of the moon was projected across the eastern and south-eastern sky. Its motion was that of a widening pencil of darkness moving with increasing speed in a north-westerly direction. As the shadow drew nearer to the plane, it grew in apparent width. Our rough estimate of the speed of this shadow pencil was 1,000 m.p.h.

"Twilight zones on each side of the shadow were readily visible. As these zones and shadow swept over the rugged peaks of the plateaux and craggy terrain far beneath, the spectacle was awe-inspiring.

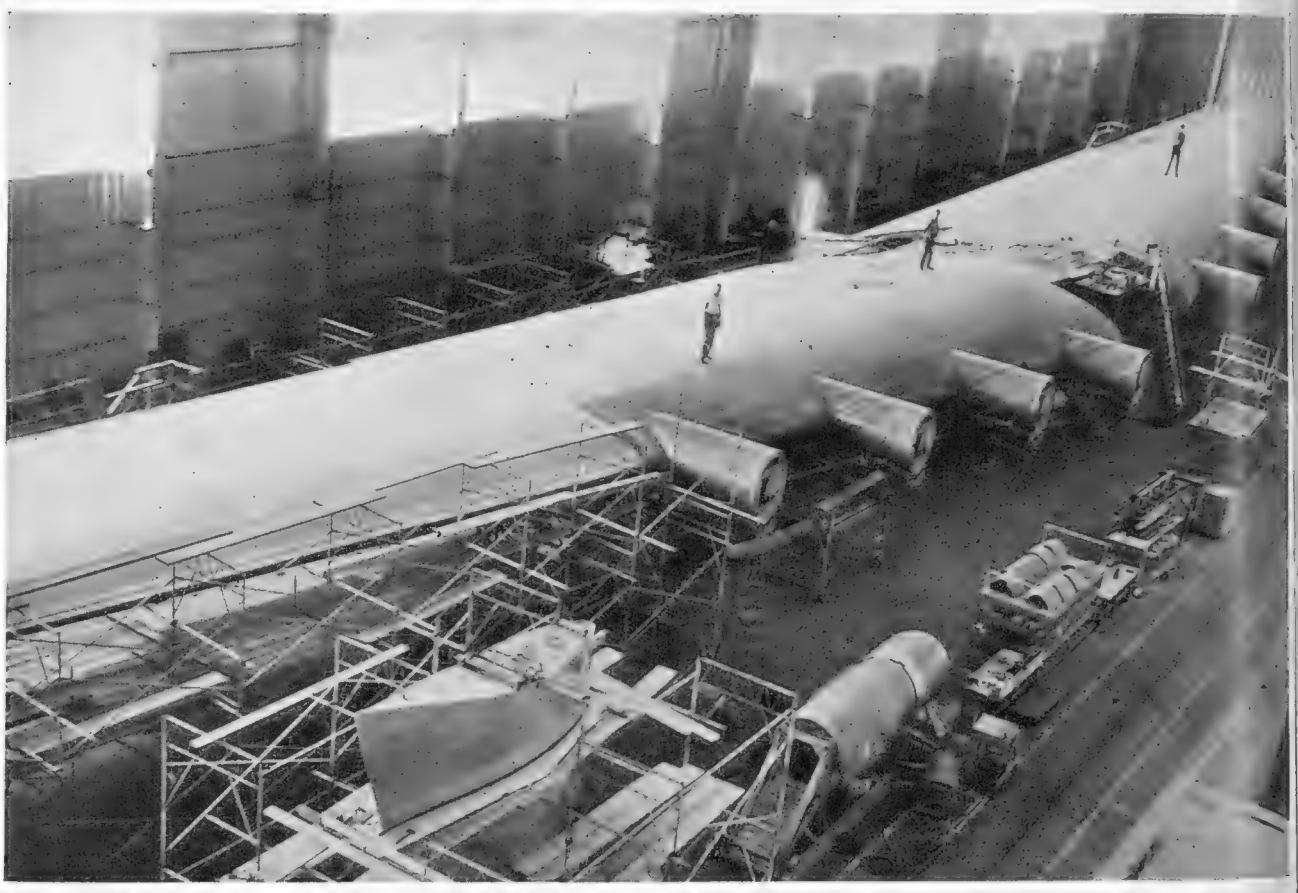
"During totality the sun appeared as a black disc edged with a sharp corona at its circumference, whose outer fringes were ragged, flaming and varying in hue, so far as was visible to the naked eye. The earth below at this time was split by a shadow line etched on the mountainous terrain."

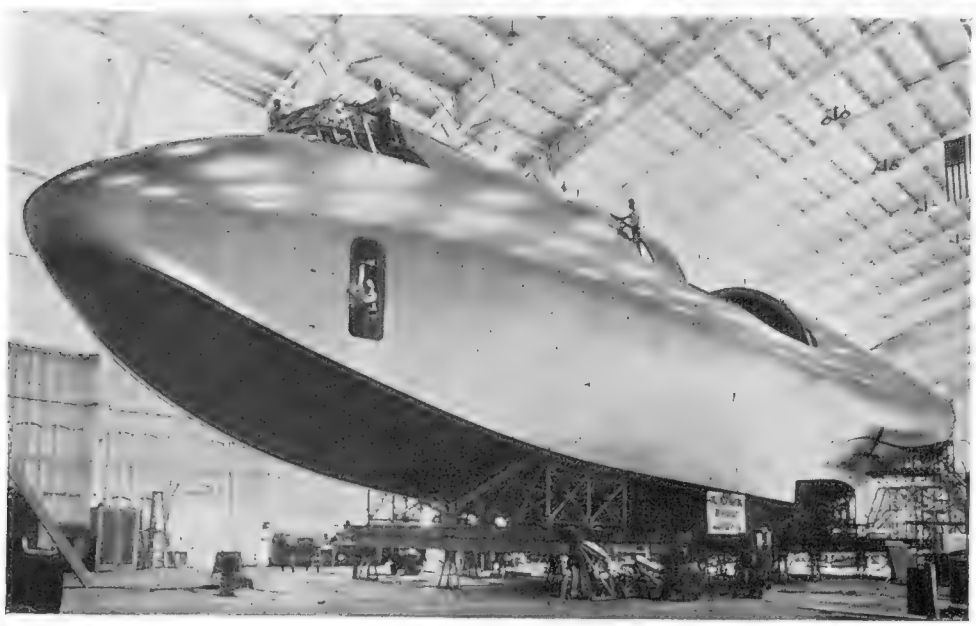
On left—The pilot seen in the picture was operating a naval Avenger aircraft during an action in the Pacific. He was shot down close inshore by Jap anti-aircraft guns. The pilot of the rescuing Walrus landed in the sea close under the guns of Japanese coastal batteries to pick up the Avenger pilot. He then flew him back to the deck of his carrier.

THE LATEST FLYING DEVELOPMENTS

The Eclipse from the Air; Flying Above Everest; The World's Biggest

On right and below—**THE WORLD'S LARGEST:** At Culver City, in California, the Hughes Aircraft Company are building a giant plane which will easily be the biggest so far. Called the Hercules, it measures 320 ft. from tip to tip; the hull is 220 ft. long, 30 ft. high and 25 ft. wide. Its gross weight will be more than 200 tons. The giant aircraft is being made entirely of wood—at a cost of 20,000,000 dollars: its power will be provided by eight engines each developing 3,000 horse-power. Where it joins the hull, the wing is 13 ft. thick. The Hercules will carry a greater number of passengers than ever before dreamed of by air-line operators

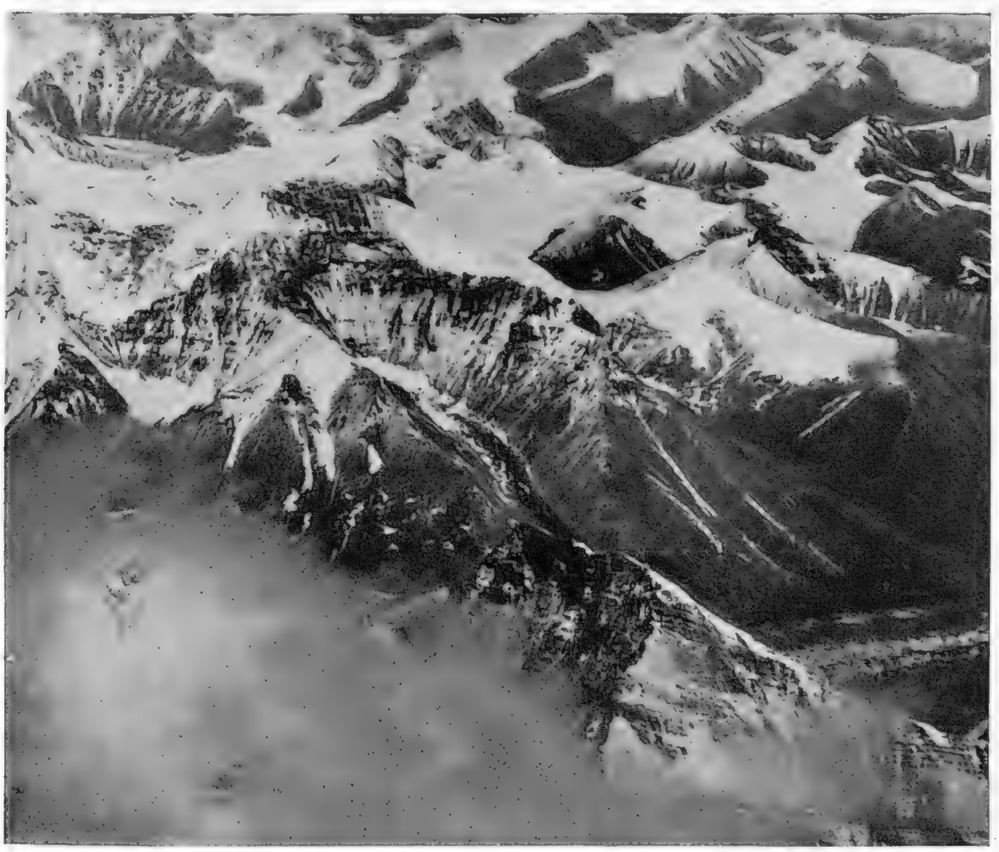




THE WORLD'S LARGEST PLANE UNDER CONSTRUCTION IN THE UNITED STATES: *Above*, **the giant wing is rapidly taking shape:** *on left*, **the colossal hull is almost complete. From tip to tip the aircraft will measure 320 ft.** (*See note at left*)

On right—**EVEREST FROM THE AIR:** During a recent survey flight in monsoon weather, R.A.F. Mosquitoes and Spitfire reconnaissance aircraft were compelled by heavy storm-clouds to alter course. When they emerged from the clouds they found themselves within 3,000 yards of the summit of Mount Everest—over 29,000 ft. high. The aircraft were flying at approximately 32,000 ft., with an outside temperature of 17 degrees below zero. In spite of this, there was no icing of any kind. The pilot of the Spitfire from which the pictures on the right were taken—Wing-Commander Donald Pearson, of Broadstairs, Kent—said: "When I got my first glimpse of Everest I immediately turned on my cameras, although I had no filters for snow photography. I had a magnificent view of the peak, which was completely clear of cloud, and I could see the famous 'plume' blown by the gale waving away to the south-east. It was a wonderful sight, and so was the whole panorama of high tops all round to the north. Everest itself was clear of snow on one side, but seemed completely covered on the other. As on all high-altitude reconnaissance flights, I was using oxygen, but had no other special equipment."

A STRANGE AND IMPRESSIVE SPECTACLE : THE ECLIPSE OF THE SUN AS IT WAS SEEN FROM 12,500 FT. FROM AN AIRCRAFT FLYING ABOVE MONTANA, IN THE UNITED STATES. Above is the flaming corona above a black disc ; below is the "widening pencil of darkness moving with increasing speed in a north-westerly direction." The speed of this "pencil" was estimated at 1,000 m.p.h. (*See notes at upper left*)—*Drawing by Roland Davies*



R.A.F. RECONNAISSANCE AIRCRAFT FLY OVER THE SUMMIT OF MOUNT EVEREST : The high peaks of the Himalayan Range (highest in the world) as seen from the Mosquito and Spitfire group which made the flight in stormy monsoon weather. In the foreground is the summit of Mount Everest, 29,000 ft. : grouped around it are a number of lesser, but equally lofty, Himalayan peaks

THE ACTUAL SUMMIT—HIGHEST POINT IN THE WORLD : The peak is free of snow, but the lower slopes are covered with heavy falls

The BRITISH and AMERICAN FLEETS in the PACIFIC

The Great Typhoon which Hit the U.S. Warships in June

—Special Sphere Drawings

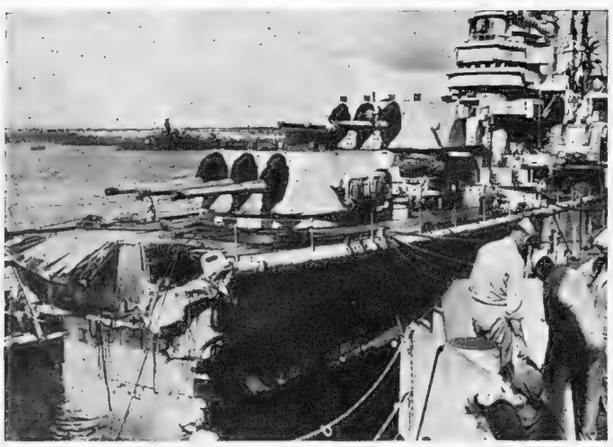
In addition to the hazards of war, the American Fleet in the Pacific recently suffered badly from the hazards of Nature.

It was announced in mid-July from Admiral Nimitz's Headquarters on Guam that on June 5 a severe typhoon struck the U.S. warships. It hit the Third Fleet off the shores of Okinawa island just as that campaign was entering its final phase. It damaged at least twenty-one warships, including the battleships *Alabama*, *Indiana* and *Massachusetts*.

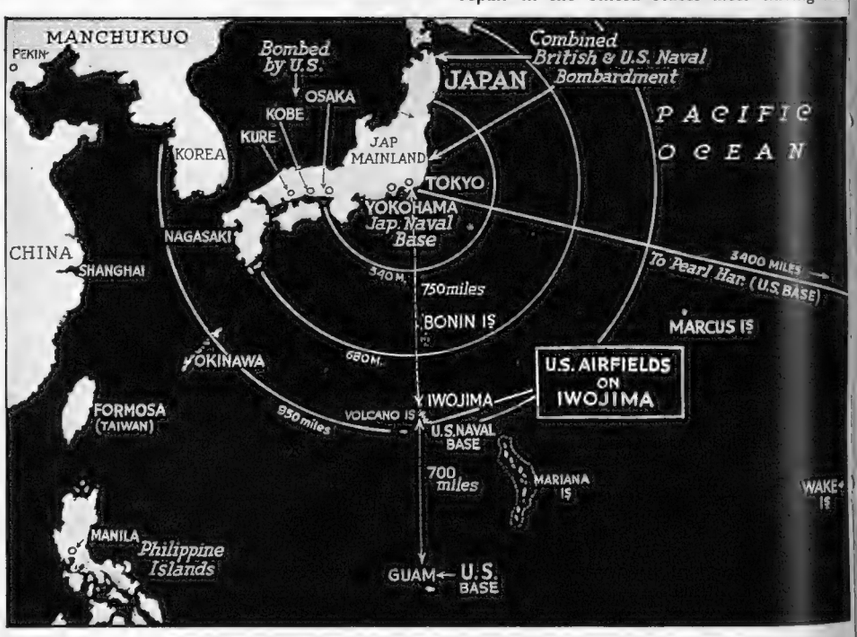
But the greatest damage was suffered by the cruiser *Pittsburgh*, which encountered the full fury of the 120-m.p.h. typhoon and which suffered the loss of 100 ft. of her bows. By remarkable seamanship the crippled vessel was saved—and actually took its torn-off bow section in tow!

In addition to the vessels named above, two Essex-class aircraft-carriers were also affected; but none of the ships were lost, and no one was killed or seriously injured in the *Pittsburgh*, the most seriously damaged vessel

THE FURY OF A PACIFIC TYPHOON: AN IMPRESSION OF THE AMERICAN CRUISER "PITTSBU[RGH]" and the wind attains a velocity of 120 m.p.h., with visibility nil owing to the solid wall [of] repair in the United States after having rece[ived]



***Above*—THE "PITTSBURGH" LIES IN THE HARBOUR OF GUAM after her 900-mile trip from Okinawa with 100 ft. of her bows torn off. *Below*—THE SAME CRUISER IN DRY DOCK in the Bremerton Navy Yard after her safe arrival in the United States. Workmen are preparing to install a new bow section**

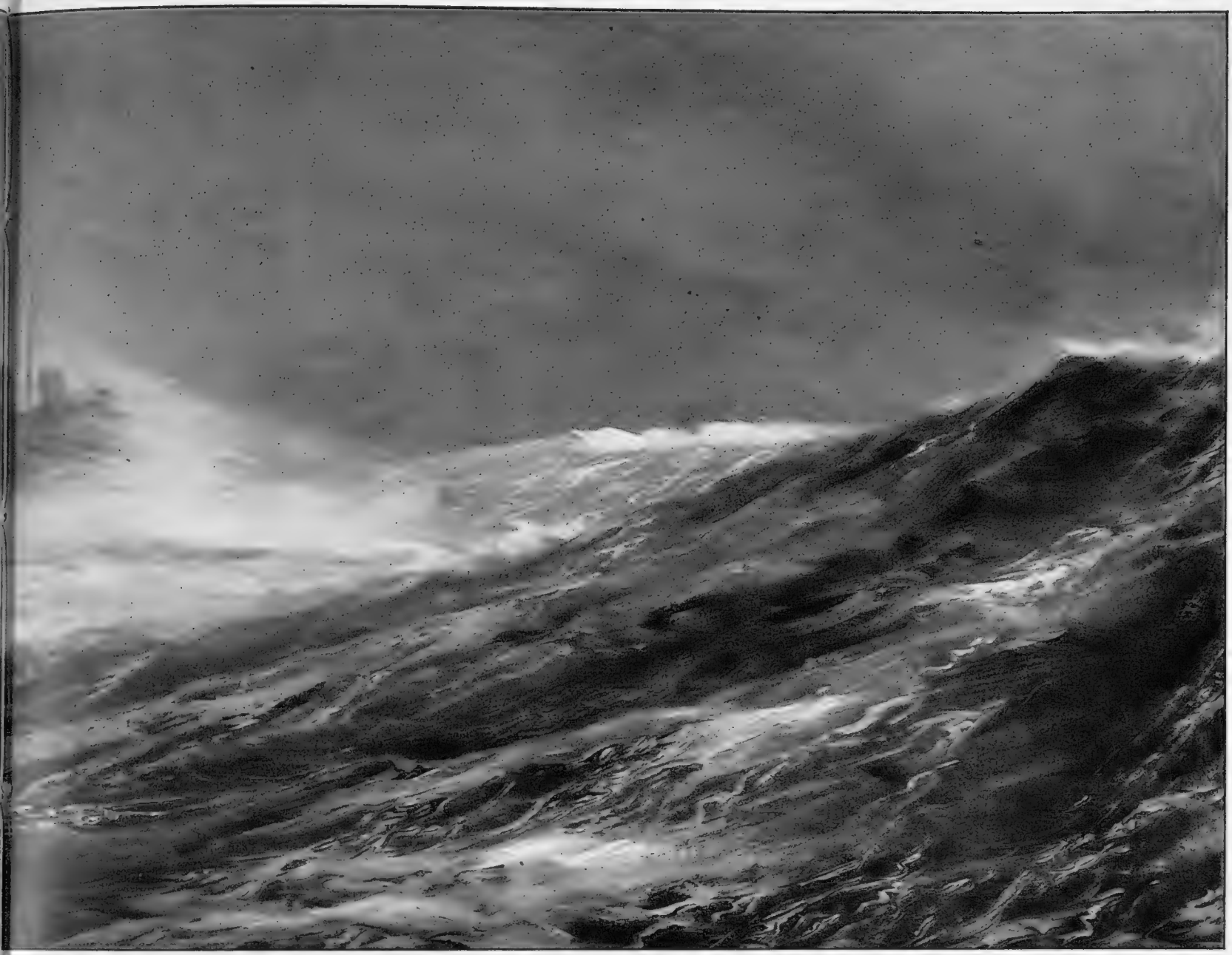


WHERE THE TWO MOST POWERFUL FLEETS IN THE WORLD ARE OPERATING AGAINST THE JAPS: The islands in the Pacific leading up from Guam to the Japanese mainland, where British and American warships are now in continuous action

After the capture of the Marianas and other Jap-held island groups in the South-West Pacific, the American Naval Commander-in-Chief, Admiral Chester Nimitz, made the strategically-placed island of Guam his advanced Headquarters for the further operations nearer the Japanese mainland. From Guam a series of islands act as "stepping-stones"—these are being captured one by one by concerted action between land, air and sea forces. In these, the British Navy has been participating in growing strength.

As will be seen from the special map above, the distance from Guam to Iwojima is 700 miles: another 750 miles brings the Americans to the Japanese coast itself. To the west and north-west, the ring of steel around Japan has been tightened by the capture of the Philippines and Okinawa. On both the latter island and on Iwojima, air bases have now been established.

At one time, it was thought that the great distance from Pearl Harbour would prove a great obstacle to the American advance towards Japan. With typical efficiency, however, our Allies have established other bases amongst the Pacific islands, operating large ships and huge air fleets from these in a manner never envisaged before the outbreak of the present war.



4" BATTLING WITH WIND AND WAVE ON JUNE 5, when she suffered the loss of 100 ft. of her bows. The waves, at such moments, reach terrific heights med by the flying spume. The " Pittsburgh " is a heavy cruiser of 13,000 tons, with a length of 665 ft. and a complement of over 1,000 : she is now undergoing emergency treatment at Guam, American Naval Headquarters in the Pacific—*Drawing by Montague Dawson* (See note at left)

THE GIANTS OF THE BRITISH AND AMERICAN FLEETS BOMBARD JAPAN : An impression of the " King George V " and the latest U.S. battleship " Iowa " (45,000 tons) throwing salvoes of big shells into vital Japanese industrial targets—*Drawing by Wm. McDowell*

Admiral Nimitz, C.-in-C. Pacific, announced on July 18 from Guam that the 35,000-ton battleship *King George V* and other British warships joined in a heavy bombardment of Japan the previous night. It followed an Anglo-American air onslaught on the Tokyo area beginning at dawn and going on throughout the day. This was the greatest onslaught made by any carrier force against the Japanese. Thus, in the same day Japan was for the first time bombed by British planes and shelled by British warships. No opposition to either attack was reported. After a powerful carrier task force of the British Pacific Fleet had linked with the American Third Fleet, Admiral Halsey, the American Commander, sent 1,500 planes against targets scattered over the Kanto Plain, on which ruined Tokyo sprawls. Then at 11 o'clock at night some of the biggest battleships in the world slipped within 10 miles of the coast and pumped shells into industrial concentrations on the east coast of Honshu, within 55 miles north-east of Tokyo

PICTURES from the PACIFIC

With Photographs Taken of the Latest American Invasion—on the Island of Ihiya Jima

THE AMERICANS GUARD AGAINST TREACHERY ON OKINAWA: As the prisoners come in on the island, they are stripped to the waist to uncover any concealed weapons or booby-traps. The Americans have learned from bitter experience of the many tricks played by their captives. From Okinawa, the Japs are sent on to Guam, and then to Hawaii for internment

PRISONERS STRIPPED TO THE BREECH-CLOTH—all taken on Okinawa: One of the first pictures showing Jap prisoners with their faces unretouched to prevent recognition

JAP SUICIDE BOATS captured in caves on Okinawa before they could be put into action: On one of them is a warning—"Danger: these boats are booby-trapped"

IN THE VILLAGE OF TAIRA, ON OKINAWA: An aged civilian comes down from his hiding-place in the hills in search of food and cigarettes

BROUGHT IN BY LEAFLET: These Japs willingly surrendered after "surrender" leaflets had been dropped on their hide-outs

AMPHIBIOUS LANDING CRAFT PLOUGH THROUGH THE CALM WATER OFF-SHORE AT IHIYA JIMA, as American troops go ashore for the invasion of that strategic Jap island on June 3: This latest invasion was still another approach to the Japanese homeland and a blow at their island "lifeline"

AFTER THE FIGHTING ON IHIYA: These Marines lying on the bottom of a Coast Guard vessel are headed for a hospital ship back at the base. They were wounded on the beaches where the Japs put up a slight resistance

A TANK LANDING SHIP DISGORGES MEN AT SEA TO CARRY OUT STILL ANOTHER INVASION IN THE PACIFIC: Ihiya Jima is a small island lying 15 miles to the north-west of Okinawa. Now that all resistance has ceased on the latter, the Americans have been pushing on to the outlying islets. On June 3 Ihiya Jima was invaded, and six days later—on June 9—a similar operation was carried out at Aguna Jima, 30 miles to the west of Okinawa. This picture was taken at sea: one of the big Tank Landing Ships has opened up its huge bows to allow a smaller Tank Landing Vessel to emerge: the latter, filled with fighting men, is sliding down the ramp to take the water for the last stage of the journey to the beach. The Japs offered but slight resistance. In the background are other Tank Landing Ships and supporting warships

A FLOATING DRY-DOCK FOR THE REPAIR OF PACIFIC CASUALTIES: AN AMERICAN BATTLESHIP UNDERGOES EMERGENCY REPAIRS AT AN ADVANCED BASE CLOSE TO THE COMBAT ZONE. This is the latest application of American methods to modern warfare. The dock is built up of ten sections, all of which are prefabricated in the United States and welded up together after arrival in the Pacific. On completion, each of these is able to accommodate the largest battleship afloat. Several such floating docks are now in service in the Far East: their facilities and specialised equipment save many damaged warships the long, and often arduous, journey back to America. Floating alongside the dock are machine-shops which provide additional facilities

THREE-POWER OCCUPATION IN GERMANY

And Other Explanatory Maps and Diagram-drawings

The Three Big Powers are now actually in occupation of the territory of Germany which has been allotted to them. The division was roughly decided upon at Yalta and more accurately specified later, but during the last struggle with the Nazi armies, both the British and American forces advanced much farther than the arranged boundaries. Now that they have arrived at their own areas it is possible to give in map form the divisions into which the German Reich has been cut up.

Russia occupies the Eastern zone, including all Mecklenburg, Thuringia, Anhalt, Saxony and East Prussia. The boundary line on the west starts from Travemunde, on the Bay of Lubeck, running south along the eastern boundary of Hanover and Brunswick, along the western frontier of Thuringia to a point reaching Bavaria, where it keeps along the northern frontier of Bavaria till it reaches Czechoslovakia. The cities of Dresden, Leipzig, Chemnitz, Magdeburg, Stettin and Erfult lie in the Russian zone, together with such well-known places as Weimar and Coburg on the southern frontier. Berlin in this same zone is under Allied control, Russia, United States, Great Britain and France having their own areas.

To Great Britain has fallen a zone in North-West Germany, which includes Schleswig-Holstein, Hanover, Brunswick, Westphalia and the Ruhr Valley, and most of the Rhine Province, with the ruined city of Cologne. The eastern boundary line runs against the Russian zone, the most easterly point being at Helmstedt, a town about 15 miles east of Brunswick. The importance of this zone lies in the possession of the Kiel Canal, the great ports of Hamburg and Bremen, and the coal-mines and industrial areas of the Ruhr.

The United States hold the South-western zone, including Bavaria, Wurtemberg and the provinces of Hesse-Nassau—the territory lying to the south of the British zone, which terminates at Bonn. This gives the Americans the historic area of old Germany, with the famous cities of Stuttgart, Munich, Augsburg and Nuremberg. France has been given the southern half of the Rhine province (bounded by the Moselle) including Coblenz, the valuable Saar, region, the Palatinate, and most of the Duchy of Baden

THE RUSSIAN LINE ACROSS EUROPE WHICH VIRTUALLY CUTS THE CONTINENT INTO TWO HALVES: It runs from Travemunde, on the Baltic, down to the westward tip of Czechoslovakia and takes in many historic German towns and provinces. Also indicated are the British and American zones of occupation

THE CZECHOSLOVAK "PROTECTORATE" BECOMES A REPUBLIC ONCE AGAIN: This map shows the Sudeten German fringe around Silesia and Bohemia, and also the area of Ruthenia already ceded to Russia

MER DEL PLATA, IN THE ARGENTINE, where the mysterious German U-boat 530 surrendered last month as some think, with Hitler and Eva Braun on board

Czechoslovakia, which suffered from German domination more than any other European state, except Austria, has been spared much of the devastation of war. Dr. Benes, who has returned from his exile in England, has been able to set to work on remodelling the constitution allowing Home Rule to the various nationalities which make up the state of Czechoslovakia. Bohemia, Moravia, Silesia and Slovakia all to manage their own affairs with the Central Government dealing with foreign affairs, transport, customs and excise and general education. Ruthenia has been ceded to Russia, by what is called an amicable agreement, much welcomed in the Soviet, which has now gathered all Ukrainians into the U.S.S.R. Ruthenia had belonged to Hungary for over a thousand years, but was handed over to the new polyglot state of Czechoslovakia by the Peace Treaty of 1919. Poland has just seized the much-disputed town of Teschen, which has always been a great cause of dissension between the two countries. The Duchy of Teschen had been divided by the Peace Treaty, leaving the town with the Czechs. When Czechoslovakia was seized by Hitler, he allowed the Poles to take possession of Teschen, which they again lost when Poland fell. Now they have made another "occasion" and marched their army in.

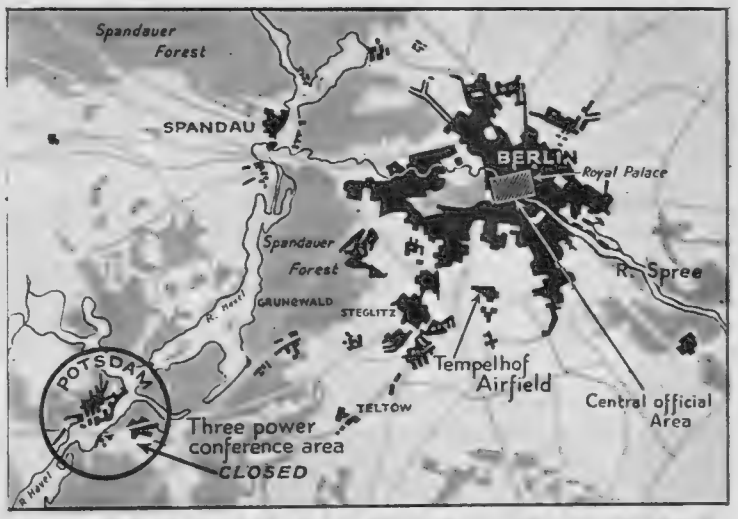
Nine weeks after the surrender of Germany, the U-530 sailed into Mar del Plata on July 10 and surrendered. Arrangements were soon made between the Argentine and the United States to send the submarine and its crew to the latter for examination and questioning in an effort to clear up the mystery of whether the U-boat landed Hitler and Eva Braun, or other high Nazi personalities, on the lonely Patagonian coast. The U-530 is a 750-ton submarine of the latest operational type: she was built for long ocean journeys with an endurance at sea of anything up to sixteen weeks. There are many places along the coast where she could have put in and landed passengers. But there are not many in this country who consider that Hitler was so disposed of

THE U-BOAT COMMANDER, CAPTAIN OTTO WERMOUTT (in centre, wearing Iron Cross) with two fellow-officers after they had been taken into custody by the Argentine Naval Authorities at Mar del Palta

THE CENTRE OF BERLIN, SHOWING THE AREAS VISITED BY MR. CHURCHILL AND PRESIDENT TRUMAN DURING THE THREE-POWER CONFERENCE: This is the heart of the German capital, where most of the big Government buildings, now wrecked, are located—*Drawing by E. G. Lambert*

Great streets and wide triumphal avenues run through the centre of Berlin down to the bank of the River Spree. The devastation throughout the whole of this region is greater than that indicated in our drawing (on which many of the buildings are shown in something approaching their former appearance, in order to convey to the reader an idea of the grandiloquent and massive architecture with which the city formerly abounded). Dominating the area are the Tiergarten, the Victory Column, the Reichstag building and Hitler's Chancellery overlooking the Wilhelmstrasse, the "Whitehall" of Berlin. Mr. Churchill and Mr. Truman both visited the area during the first days of their stay in the city; and the British and American soldiers in occupation of Berlin are now frequent visitors to the ruined glories of the capital

A PATHWAY THROUGH THE HEART OF THE GERMAN CAPITAL: An air view looking down the Charlottenburger Chaussée, with the Brandenburg Gate (Marble Arch of Berlin) in its centre. Away to the left, and outside the picture, is the wrecked Reichstag building standing in an area of desolation. The blasted trees in the foreground are only just beginning to sprout with foliage



THE POSITION OF POTSDAM IN ITS RELATION TO THE CITY OF BERLIN: It lies to the south-west of the capital, and before the war was the stronghold of Junkerdom

THE TWILIGHT OF THE GODS: Owing to the heavy R.A.F. bombing, nearly every statue in Berlin has been hurled from its pedestal. Here is one of them, lying as it fell in the famous Unter den Linden

ENGLAND in PEACETIME

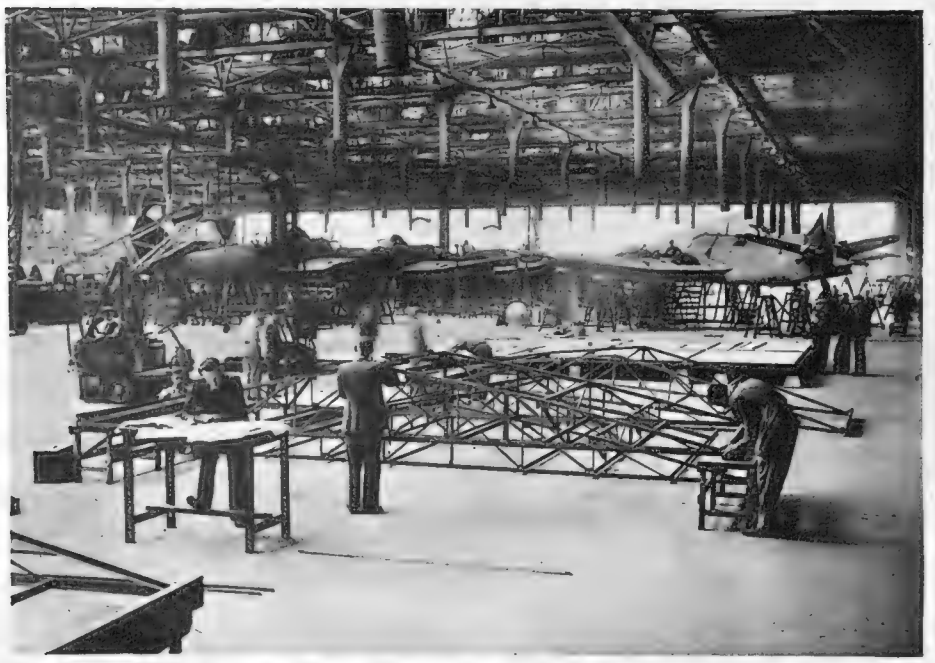
Recent News-Pictures of Activities in the Homeland

LIVING HARD FOR EIGHTEEN DAYS—The R.A.S.C. undertake a 300-mile route-march from Catterick through the Yorkshire hills and dales: A mid-day meal by the roadside on the first day. For eighteen days fifty men of the R.A.S.C., mainly nineteen-year-olds, are seeing Yorkshire—the hard way. Accompanied by a Lieutenant-Colonel and three junior officers, they began a 300-mile circular route-march, starting from Catterick and ending at York on August 9—"hardening" training for the Far East. Their leader is a thirty-three-year-old Scotsman, Lieut.-Colonel Peter Norwell, of Perth, Assistant Director of Supplies and Transport at Northern Command H.Q., whose hobby is mountaineering. "This route-march," said Colonel Norwell, "is to toughen the lads for the Far East. R.A.S.C. work in the Far East is tough. The men must be tough too. I am going to make them bone-hard. On this march we shall live hard. Officers and men will march, cook, feed and sleep together. We shall spend certain days on lectures and painting the tactical picture. We shall do about 20 miles a day"

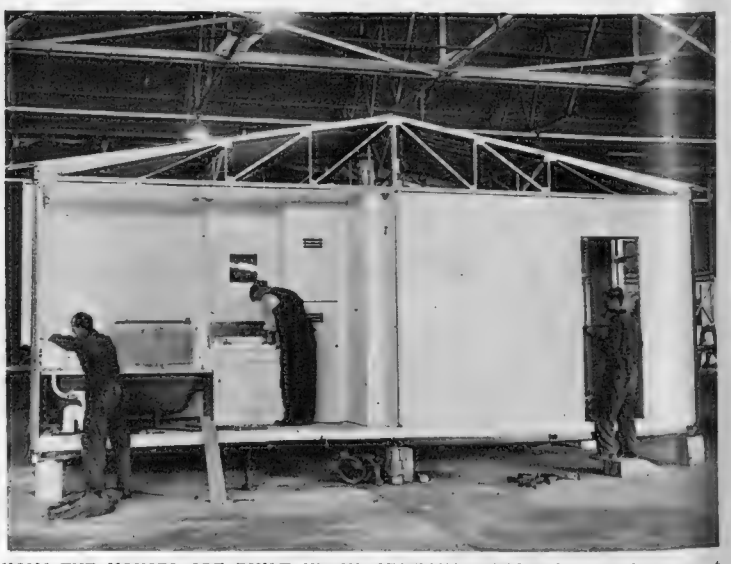
MARCHING DOWN A YORKSHIRE COUNTRY LANE at the end of a day's march at Cowton. The long route-march is to harden men for the Far East

THE ONE-DAY BISLEY MEETING: Leading Seaman Brown and Leading Wren B. M. R. Knight, who took part in the competition. The Small-arms School, which made Bisley Camp its home during the war, assisted the National Rifle Association to organise this year's one-day Bisley meeting. A feature was the re-introduction of standing, kneeling and sitting firing-positions in the programme. The competitions were open to members of the N.R.A. and affiliated clubs. The condition "any Service rifle" included any type used by the Home Guard. Four hundred and nineteen competitors entered

MISS C. ROGERS, WHO ENTERED FOR THE UNLIMITED SWEEPSTAKE AT THE BISLEY MEETING, lined up with civilians and Grenadier Guards ready to proceed to the firing-point. There were over 400 entries for this year's meeting



AEROPLANES AND AERO-HOUSES BEING PRODUCED IN THE SAME FACTORY: A scene in the erecting shop of the Bristol Aeroplane Company, where an aluminium house is being assembled in the foreground and Beaufighters are being prepared behind



HOW THE HOUSES ARE BUILT UP IN SECTIONS: This picture shows part of the roof-span, bathroom section, living-room and doorway. To help solve the housing problem and, at the same time, to provide employment for otherwise redundant workers, the Bristol Aeroplane Company have put into production a prefabricated house constructed largely of aluminium alloy. This single-unit structure contains two bedrooms, hall, living-room, kitchen and bathroom, and is constructed in the shops which produced the famous Beaufighters; they are being made in four separate units, each measuring approximately 22 ft. 6 ins. by 7 ft. 4½ ins. Each unit is complete in itself. When full production is achieved, the target aimed at is 1,200 houses per month from the Weston-super-Mare factory alone

THE ITALIANS IN LONDON CELEBRATE THE FEAST OF OUR LADY OF MOUNT CARMEL: The procession passes along Back Hill, in Clerkenwell, flagged and flowered for the occasion. London's "Little Italy"—the area bounded by Clerkenwell Road and Farringdon Road—has just celebrated the festival of Our Lady of Mount Carmel for the first time since the war. A picturesque procession made its way through the narrow, crowded thoroughfares, with hundreds of men, women and little children participating as well as several bands. Children marched in specially-made fiesta dresses with crowns and veils, roses and lilies. The "Three Ages of Woman" were represented in tableaux. The costumes, statues, symbols were as before the war. But the character of the streets has changed: instead of untouched buildings, bombed sites and small emergency houses were to be seen along the route of the procession

THE CHILDREN IN THE PROCESSION: A close-up of some of the picturesque costumes worn by the many children. Above can be seen a nun, a monk, a bride and an angel

SWAN-UPPING ON THE THAMES: Sitting in his boat, one of the three Turk Brothers, the King's swan-uppers, is marking young swans held by one of the catchers. This is an annual event on the river—a compulsory trip for the swans of the up-river Thames. Led by the three brothers Turk, the King's swan-uppers, in scarlet jerseys and blazers, men wearing red, or green and white, or blue and white, make their way up-river in boats, driving the swans before them, as far as Oxford. The reason for this is that, if the young swans are to be marked, before they can be caught the old birds have to be driven ahead of them to their nesting-grounds. Then the marking can be carried out safely

THE SWAN-UPPERS HAVE ROUNDED-UP THE YOUNG SWANS FOR MARKING: On the extreme right is Mr. Herbert Turk. Note the King's Swan Badge on his arm. Mr. Fred Turk, wearing a white cap, is in the second boat

A TRIUMPH OF SALVAGE: The "Horace Binney," 10-000-ton American Liberty ship, undergoing repair at Greenhithe. She was mined on VE-Day forty miles off Ostend, towed into Deal and then beached. She was raised by P.L.A. "camels"

CAPTAIN R. BROOKS, O.B.E., CHIEF SALVAGE OFFICER OF THE PORT OF LONDON, watching welders at work on the ship: Lying in the River Thames at Long Reach Mooring a "miracle ship" is once again being prepared to carry supplies to the Allied armies. She is the 10,000-ton steamer *Horace Binney*, the last ship to be mined during the European War. Admiralty experts decided that the vessel's back was extensively fractured and that it would be a miracle if she was salved in one piece. Captain R. Brooks, chief salvage officer of the Port of London, was so convinced he could succeed that he was given the task of getting her to the Thames. About 75 per cent. of the cargo, was salved. The next morning she had vanished—towed afloat at midnight. Within a few hours she was in the Thames. According to a salvage officer, she will soon sail out of the river with war supplies

DECORATING THE "CHESTS OF BRAVERY"

A Survey of the Awards and Medals of the War, and How They Have Been Earned by Soldiers and Civilians

By CHARLES GRAVES

QUITE a few "fair chests of bravery" are now to be seen in London. Most of them belong to Canadian troops, who seem to have been given priority in the matter of the issue of the new campaign ribbons designated by Army Council Instruction No. 829 issued by the War Office a fortnight ago.

These campaign ribbons and the Defence Medal ribbon have all been chosen personally by the King. This is in marked contrast to the somewhat haphazard method of selection of ribbons of the last war, which a certain lady of title was invited to make from the ribbon counter of a West End store.

The ribbons are all gay but not gaudy. The best-looking of them is the bold red, white and blue of the France and Germany Star. The Italy Star (red, white and green) also makes a good show, though many people must be surprised that the national colours of our late enemy should be perpetuated on British uniforms in this way.

The centre of the Defence Medal ribbon is flame-coloured, while the edges are green, "symbolic of the enemy attacks on our green and pleasant land"; two black stripes represent the black-out. The ribbon of the Burma Star is dark blue, with a central stripe of red, and two orange stripes in addition, the red standing for the British Commonwealth Forces, and the orange for the sun. The colours of the Pacific Star ribbon are also symbolic, the ribbon being dark green with red edges and a central yellow stripe. There are also two narrow stripes, one dark blue and the other light blue. The green and yellow represent the forests and the beaches of the Pacific, the red edges are for the armies, the dark-blue stripe for the naval forces and the merchant navies, and the light-blue stripe for the air forces.

Everybody now knows the 1939-1945 Star, while the symbolism of the Navy blue, Army red, and R.A.F. light blue is obvious. Equally, the symbolism of the Africa Star—light buff for the desert, red for the armies, dark blue for the naval forces and the merchant navy, and light blue for the air forces—is self-evident.

The ribbon of the Air Crew Europe Star is, naturally, the light blue of the R.A.F., but with black edges and narrow yellow stripes, symbolic of the continuous service of the air forces by day and night. The Atlantic Star ribbon is, suitably enough, navy blue, white and sea green, shaded and watered.

So far, only a few Headquarters units have been issued with the ribbon, but Commanding Officers are having quite a headache in working out the exact details of the qualifications so that all men under their command entitled to wear the ribbons will be able to do so, and that others who are already putting up certain ribbons take them down if they are not qualified to wear them.

It is already apparent that there are at least two anomalies in these qualifications. One concerns the Anzio beach-head. Men of the Irish Guards who fought for two months in that bloody operation are not at present entitled to the Italy Star, unless they have received awards for gallantry, been mentioned in despatches or received a wound. The battalion was so cut up that it had to come back to this country to re-form, and so did not stay in Italy for the qualifying period of six months.

Similarly many Canadian and other airborne troops who were dropped at Arnhem and fought that magnificent losing battle, have failed to qualify for the France and Germany Star because they, too, had such heavy losses that they had to be withdrawn to this country to re-form. The Prime Minister's own Committee will doubtless take care of both these and other anomalies.

In the meantime it is possible for British officers and men to wear no fewer than six of the above-mentioned eight ribbons—the 1939-1945 Star, the Africa Star, the Pacific or Burma Star, the Italy Star, the France and Germany, or the Atlantic or the Air Crew Europe Star, as well as the Defence Medal—in that order. Perhaps it is because there are so many of these campaign stars and clasps that the qualifications for them are so much more stringent than they were in the last war, when there were only the 1914-1915 Star, the Victory Medal and the General Service Medal. In the last war one could qualify for "Mutt and Jeff" simply by crossing the Channel to France before November 11, 1918, even though there was no risk of U-boats, much less E-boats or the Luftwaffe. But even in the last war there were complaints, such as that of the Territorials manning the coast defences at Scarborough, who were shelled by the German Navy in their famous tip-and-run action.

That this has been a real global war is shown by the service qualifications for the latest campaign stars in the new A.C.I. Qualifying Commands begin with the Aegean and proceed by way of the Bismarck Archipelago, Bruneval, Celebes, Corsica, and the Gilbert Islands to Java, the Lofoten Islands, Sark, Sumatra, Syria, Timor, Yugoslavia and Vaagso. (It must be the first time in history that part of the British Isles itself should qualify, as Sark does, for a campaign ribbon.)

It is also noticeable that the Commando raid on Hardelot in April 1942 is similarly nominated. To this day no details have been given of that daring operation, except for a brief sentence to the effect that damage and casualties were inflicted on the enemy.

Pin-pointed raids or battles like those of Dieppe, the Lofoten Islands or St. Nazaire are easy to identify. But when it comes to the qualifying areas of the North-West Frontier of India (for the 1939-1945 Star), it is a very different matter.

It must not be thought, however, that only troops are entitled to the various campaign stars and clasps. Provided that the members of civilian organisations were fulltime workers, were uniformed and satisfied the conditions appropriate to military personnel, members of the Army Scripture Readers Association, the British Red Cross Society and Order of St. John War Organisation, the Catholic Women's League, the Church Army, the Church of Scotland, Christian Scientists (officiating ministers), Friends' Ambulance Unit, Hibbert House, Methodist and United Board Churches, Mission to Mediterranean Garrisons, Salvation Army, Toc H, Y.M.C.A. and Y.W.C.A. are also entitled to wear the ribbons and receive the stars and clasps.

Members of Ensa serving in Army operational commands overseas, or entertainers whose work overseas was sponsored by a Service Department, are eligible up to July 1943, but after that date only those entertainers will be included who qualify for the wearing of the Ensa uniform under the rules then adopted, or would have so qualified had their service continued to that date. From July 1943 the uniform requirement will be an essential qualification for all entertainers.

THE FIRST R.N.V.R. LIEUTENANT to command a submarine in the Far East: Lieut. F. A. Wicker, of Gravesend, who has been mentioned in despatches for his fine work when in command of H.M.S. *Sturdy*. During her patrols in the East Indies and South-West Pacific, the *Sturdy* destroyed thirty-two enemy vessels and took many prisoners. Lieut. Wicker is an architect in civil life: he was commissioned in the R.N.V.R. in 1940, serving for a year in anti-submarine vessels before joining the "U" class submarine *Ursula*, in which he took part in the Mediterranean campaign

ALL READY FOR AN INVESTITURE AT BUCKINGHAM PALACE: Able Seaman R. H. Hughes, of Elderslie, Tasmania, and Able Seaman R. Peet, of South Melbourne, who received the D.S.M. from the hands of the King a few days ago. They were amongst a number of officers and men from H.M.A.S. *Australia*. Their bell-bottomed trousers had evidently received special attention for the great occasion!

BRITAIN'S OLDEST MINER IS HONOURED BY THE KING: Mr. William Woolley, aged eighty-one, and another veteran of the coal-face, seventy-five-year-old Mr. Samuel Wright, came to London from Walsall, to receive the British Empire Medal from the King at a Buckingham Palace Investiture. Mr. William Woolley is on the right. Both are wearing their decorations

British War Correspondents are, of course, entitled to the clasps and stars, and men like Christopher Buckley, Alexander Clifford and Alan Moorhead will be able to wear more ribbons than the average V.C. American War Correspondents only qualify if they were in the various theatres of war with British troops before Pearl Harbour. Members of the American Field Service and Red Cross masseurs qualify just as much as British War Correspondents.

As far as civilians are concerned, application for their awards must be made to the Secretary at the Headquarters of the Organisation to which the individual belonged during the period of service in an operational area. The Secretary will be later informed by the War Office of all the claims approved.

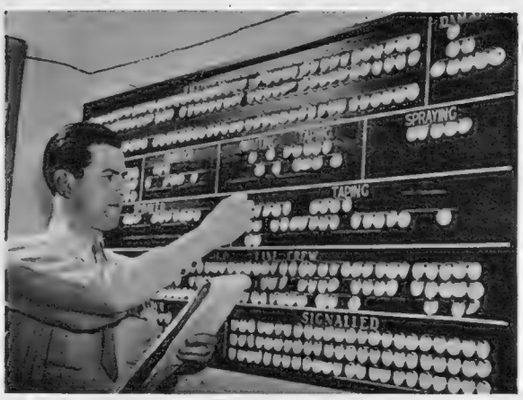
P.S.—Those qualified to wear the Air Crew Europe Star are Army officers and other ranks who served in air crews during operational flying from U.K. bases over Europe, including the U.K., such as strategic bombing and fighter sweeps.

Those who qualify for the Atlantic Star are Army and R.A.F. personnel serving in H.M. ships or in defensibly equipped merchant ships. Qualifications for the Royal Navy, the Merchant Navy and air crews of the R.A.F., are different.

AMERICAN FIGHTER PLANES GO HOME BY SEA

By Way of Speke Airport and Pocket Aircraft-carriers

THE SCENE ON THE AIRFIELD AT SPEKE, NEAR LIVERPOOL : One hundred and forty-five first-line aircraft of the U.S. Eighth and Ninth Air Forces parked in a dispersal area awaiting "processing" for re-deployment to the U.S. and, eventually, service in the Pacific war zone. None of these aircraft have flown more than 100 combat hours, and they still carry their guns and bomb-racks



EACH WHITE DISC REPRESENTS AN AIRCRAFT moving through the re-deployment centre at Speke : By following the course of the aircraft's number on the disc, it can be told at a glance where the plane is and what stage of "processing" it has reached. The planes are stripped and coated with cosmoline to prevent rust and corrosion

AFTER DIS-ASSEMBLY AND TAPING, the now dingy-looking Thunderbolts are hauled through the streets of Liverpool to the docks : The R.A.F. supply the specially-designed chassis, the lorries and the personnel. This is a tricky business, for at many points on the 8-mile route trees and other obstructions have had to be removed

AT THE LIVERPOOL DOCKS, HUGE 60-TON CRANES LIFT A 6¾-TON THUNDERBOLT to the flight-deck of a grain ship converted into a pocket aircraft-carrier. These are the ships which fought through the Battle of the Atlantic, carrying four British Swordfish fighters, for use against the German U-boats, on their tiny flight-decks

America's fighting planes, as well as her fighting men, are going home. A few of the fighter planes will remain in Europe, but the great majority of them are being returned to the States and will eventually go into action again from Pacific Island bases against Japan. The P-47 Thunderbolts, P-51 Mustangs, P-38 Lightnings and the P-61 Black Widows, which gave cover to the heavy bombers, and to the ground troops on the Continent, are high on the re-deployment priority list; already 300 have left England by boat for the U.S. For the return trip, the aircraft receive the combined attention of the Air Service Command, Lockheed, the R.A.F. and the British and American Maritime services. The planes are flown from their operational bases to Speke, near Liverpool, where they are dis-assembled, taped to protect them against the Atlantic weather, and then mounted on special trucks for the overland journey to the Liverpool dockside, where they are loaded on to pocket aircraft-carriers for the Atlantic crossing

NEW LAMPS and OLD

A Fortnightly Causerie on Life and Letters

By JOHN GORE

SEWELL OF RADLEY.—In two-years time Radley College will celebrate its centenary. On August 17, 1847, this now famous public school (which has this year again won the "Ladies' Plate," over Eton and all other rowing schools) started its existence, "with three boys and great expectations," under that extraordinary pioneer and educational planner "Sewell of Exeter." Who was this famous, forgotten pioneer? In the words of Lionel James, himself a great and inspired schoolmaster, who has now published a definitive biography of the man:

"A century ago 'Sewell of Exeter' was probably, next to 'Newman of Oriel,' the most talked-of man in Oxford. In 1835 he had lost the Headmastership of Winchester (to Moberly) by one vote. The following year he had been made Professor of Moral Philosophy, and was soon attracting crowded classes to his lectures, which, unlike most University lectures, had a lasting result, for they enthroned Plato as the central figure of what was then, and has ever since been, the chief glory of Oxford, the School of 'Greats.' It was not long after this that Arthur Stanley, later to be best-known and most-loved of Westminster Deans, spoke of Sewell as one of 'the three best tutors in Oxford.' His rooms at Exeter were a show, his musical entertainments the admiration of Oxford society. He was on terms of affectionate friendship with the leaders of the Oxford Movement, with Keble, Pusey and Newman. Though not actually contributing to the 'Tracts for the Times,' he did, by his article in the *Quarterly* win educated opinion to sympathy with the aims of the Movement. In the early '30s, Sewell spent a long vacation in a tour of Ireland, and published his reflections in three articles in the *Quarterly*, which made no little stir. From this visit grew the scheme for an Irish school, designed to keep Irish boys, the future squires and parsons, in their own country, by giving Ireland a Public School on English lines comparable with Eton and Winchester, and *teaching the Irish language as part of its ordinary course*—a flash of imaginative genius which, had the scheme fully succeeded, as it did brilliantly in part, might well have spared Ireland the long corrosion of the Home Rule controversy and the agony of the 1920 revolution, with its tragic sequel of Separation. But though support was generous, it was inadequate to the carrying through of the full scheme, and the Irish language had to be given up (though it has been revived since); and three years had barely passed before evangelical narrowness cut into the principles to which Sewell and the first Warden of St. Columba's, Singleton, held themselves to be committed. They felt bound in honour to resign. The next spring this indomitable pioneer was busy founding in England a school based on the same principle which had given such encouraging results in Ireland—the principle of unswerving loyalty to the teaching of the English Church. Singleton was again put in charge, and Radley started with three boys and great expectations on August 17, 1847."

Pioneer and Idealist.—"He had done fine work. His conceptions were grand and right. As an administrator he failed. His ideal, to provide 'country-house life and conditions' for the sons of English squires and parsons, involving a reproduction of the conditions of their actual homes on a larger scale, in beautiful surroundings, with dignified buildings, was costly. His very success in begging funds for his Irish school had 'queered the pitch' for a second appeal but five years later; and his secession from St. Columba's was disquieting to those who did not know his reasons. The subscriptions on which, misled by his Irish success, he counted, did not come in. Even so, a few more years would have met the capital cost of buildings. But supporters became nervous. J. G. Hubbard, Governor of the Bank of England, judged the financial position to be unsound. Yet so convinced was he of the rightness of the ideal, and of the value of the school in which it was taking shape, that he was ready to take it over with all its liabilities. But he made a hard condition. There must be a different Warden. It may be doubted if Sewell ever quite recovered from this blow. His health, never very strong and weakened by the incessant toil and activities of many years, broke under the strain. Little is known of the next five years, but from 1866 his charming MS. Reminiscences tell—for his nephews and nieces—the story of his life in Germany and Belgium. They are a very beautiful and touching record of an old man's life from day to day, with reflections on the ideals to which he had devoted the best of his years."

But that small beginning at Radley in 1847 was within ten years the wonder of the educational world. By 1858 Radley was sufficiently established to be rowing against Eton, and its syllabus was fifty years in advance of its time. It included three foreign languages, geometry, cooking, extempore speaking, military drawing. There was a school gymnasium; and every tenth boy was educated free. As for the embellishment of house, halls, cloisters and chapel, Europe had been ransacked for treasures of art to adorn the ancient seat of the Bowyers in its beautiful park above the Thames near Abingdon.

Sewell's great idea was to kill the "barracks" atmosphere, to raise the boarding-house-master from a "hotel-keeper" to an elder brother of his boys, and to work discipline (as Arnold did) by the guidance and example of trusted, chosen elder boys or "prefects." It was humanisation attempted before the public-school mind was ready for it. Sewell anticipated the Fleming report in large degree.

Radley in the Middle Years.—I am not going to assert that the Radley of the late '90s, when I knew a good deal about the school, could be compared in merit to the Radley of to-day. Some of Sewell's ideals then were dormant, and the school was rather too small to compete on even terms with many of its peers. But this I do say: a boy of the '90s who himself wished to learn and profit by the teaching offered, could find a goldmine in the inspiration and classical knowledge offered by Lionel James, A. C. M. Croome (that famous athlete) and W. Hamilton Fyfe (now of Aberdeen).

The wardens who followed Singleton have numbered some notable men, especially in recent years, when the importance of selection has been realised by all governing bodies. Sewell himself took over in '53; Wilson of the '80s was afterwards Warden of Keble.

Thomas Field guided the destinies of the school from '97 to the eve of the First World War. Then followed Selwyn of Winchester, Adam Fox and W. H. Ferguson; and to-day the school is in excellent hands.

Under Field, the small size of the school handicapped its chances of success "on field and river." This double call—wet bob or dry bob—divided such powers as it could muster to a choice for the XI or the VIII from only a hundred boys or so, and Radley seldom threw up a first-class cricketer. Its successes at Henley, however, were by no means to be despised, and to-day, with its size greatly increased, it competes on more than even terms with its watermen competitors.

I fancy the level of its scholarship has greatly risen since Field's day, and it has developed also on the scientific side. It is a pioneer in drama, and its literary, political and historical societies are very much alive.

Cradle of Admirals.—Radley is about as far from the sea as it can well be, and it is odd that at one time it was a "cradle of Admirals." In the early '50s Admirals Lord Walter Kerr and Sir Edward Seymour and Lord Charles Scott were all boys together there, and other famous naval families, like the Culme-Seymours, went later to Radley.

In the '90s Radley was a remote Arcadia in the heart of rural England. The beauty of its park was unmatched and unthreatened. Abingdon was a pleasant riverside village, Boarshill was as the "scholar gipsy" knew it and not a close-built suburb of Highbrows, and Oxford itself stopped short at Folly Bridge.

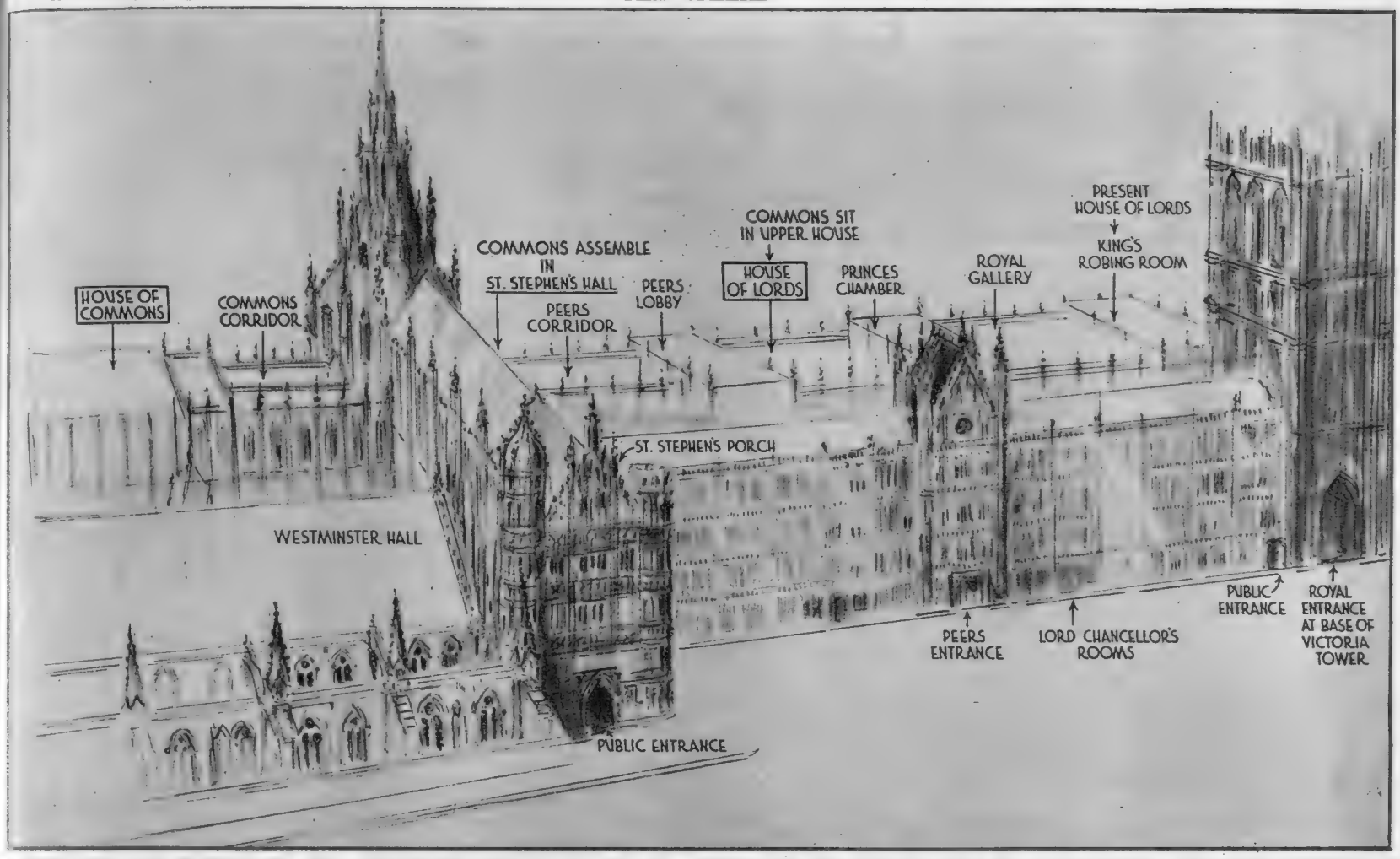
The walk down to the river in summer, for bathing and boating, lay through peaceful cornfields, as did the unfrequented roads to Abingdon and Oxford and the Berkshire downs and towns. The hand of the "realtor" has since then lain heavy on Radley, but the Bowyers' Park has proved an impregnable fortress, and the great red house still stands in dignified setting high on its hill, though now compassed about by a great congeries of cloister, archways, boarding-houses, class-rooms, pavilions, shops, towers, courts and gymnasiums.

The motto of the school is *Sicut Columbæ*, its crest St. Peter's keys. At the dawn of this century the school revealed more of the harmlessness of doves than of the wisdom of the serpent. When its centenary comes round, for all I know the best quality of the serpent may be found there on even terms with the best of the dove.

Radley, at any rate, will continue to flourish, and can be safely left to keep its memory green. But it owes a lot to "Sewell of Exeter," and the reading public and all who are interested in education, owe it to themselves to read Lionel James' *Forgotten Genius*.

THE CHANNEL ISLANDS TO-DAY: Historic Mount Orgueil, on Jersey, around which the Market Gardens are once again cultivating produce for the English markets. When, in the summer of 1940, the Nazis occupied the Channel Islands, they found a free and prosperous people; rich farmlands produced, with the aid of an ideal climate, all that the islanders required for themselves and their flourishing export trade. It was to a very different scene that the liberating British forces came in the spring of 1945: the islanders, under-nourished and weakened, but far from cowed, by years of Nazi misrule; much good land impoverished by over-cropping and lack of fertilisers, acres of glasshouses idle for want of fuel and labour. The Channel Islands present in miniature the problem which faces all the war-torn world—how to secure supplies of materials and equipment to get back to normal production. Above is seen Mount Orgueil, near Gorey. Thousands of British holiday-makers who visited Jersey before the war will recognise this ancient castle and the harbour below it. The Germans, fearing invasion, strewed the slopes with mines

REVIVING THE TOMATO TRADE: Despite lack of coal and scarcity of manure, twine, putty and paint, tomato-growers will have some tons of tomatoes for export this year if shipping is available. Crops are six months late and half the usual yield per plant, because there is no coal to heat the glasshouses. This is the scene in one of P. G. Wakeham's nurseries in Jersey



AFTER A BREAK OF 111 YEARS, THE COMMONS ARE TO MEET AGAIN IN ST. STEPHEN'S HALL IN WESTMINSTER: This drawing shows the rearrangement of the Houses of Parliament brought about by the air raids of May 1941, when part of the building was destroyed by German bombs—*Drawing by Percy Home*

The REOPENING of PARLIAMENT on AUGUST 15

—When the Commons Will Occupy Historic St. Stephen's Hall

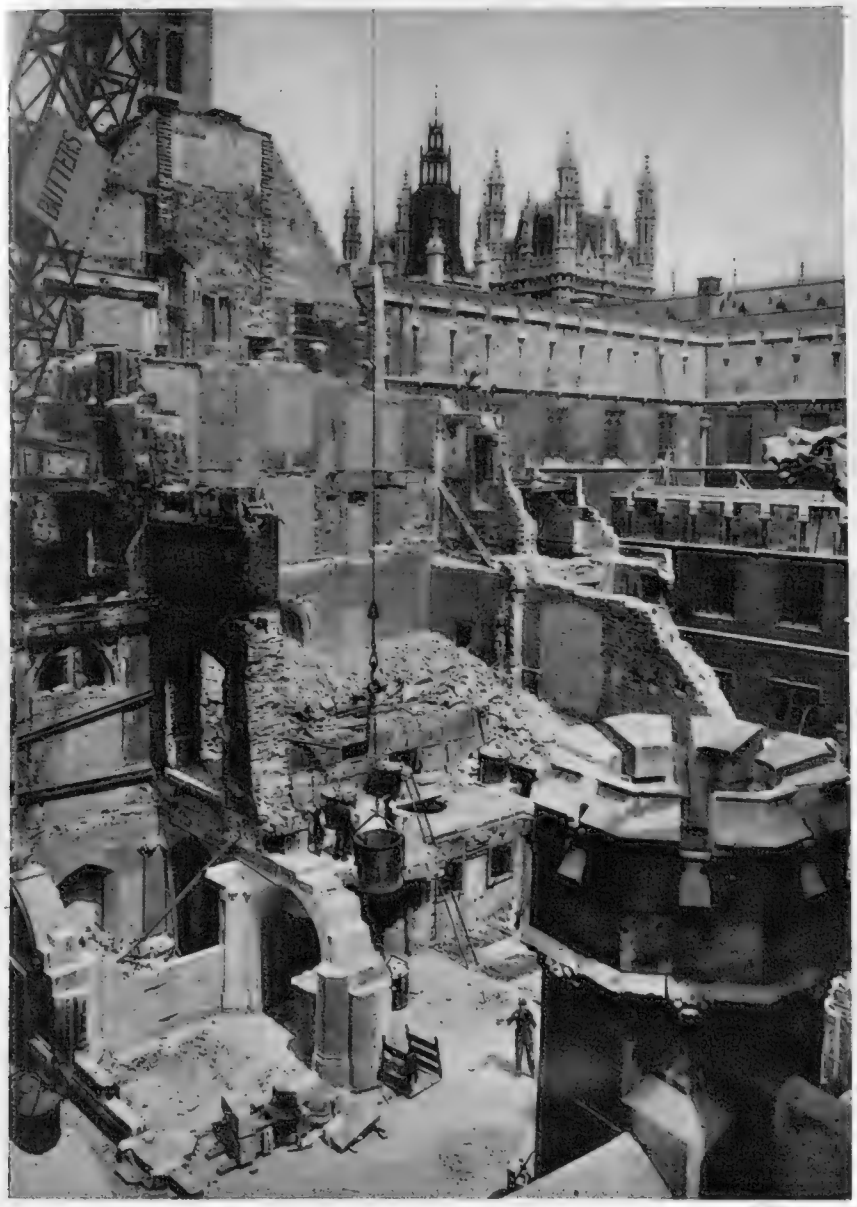
For three centuries the Commons sat in St. Stephen's Chapel at Westminster, until it was burned down in 1843. On August 15 they will meet there again, after a lapse of 111 years, when the ceremonial opening of the new Parliament will take place in the House of Lords on that date.

Since the destruction of the House of Commons by enemy action in May 1941, its Members have met in the Lords Chamber, except for a brief interval, when they have used Church House.

On this occasion they will assemble in St. Stephen's Hall, where the Speaker's Chair will be set up on a temporary dais. Sittings in the House of Lords will be resumed on the following day.

St. Stephen's Hall is the fourth chamber in which M.P.s have sat since the beginning of the war. The other three were the original Chamber, Church House and the House of Lords.

Probably the Commons will not occupy St. Stephen's Hall for more than half an hour altogether. They will assemble there until summoned to the Lords for the Royal Opening. After the King's speech there will be an adjournment of about four hours. During that time the House of Lords will be converted for the Commons' use again.



REPAIRING THE BOMB DAMAGE AT THE HOUSES OF PARLIAMENT: A crane helps to shift the debris from the wrecked Speaker's Gallery: The chamber of the House of Commons at Westminster, destroyed in one of the fiercest Luftwaffe raids on London—that of May 10, 1941—is being restored. Clearance of thousands of tons of rubble has begun. The new chamber is to be modelled on the style of the old with Opposition facing the Government benches. Improvements in the approved design are better lighting and more room for Members, public and Press

THE MURALS IN ST. STEPHEN'S RETURN TO WESTMINSTER: The eight mural paintings which used to hang in St. Stephen's Hall, Westminster, and which were removed to safety during the war, are now back at Westminster ready for the new Session, which opens on August 15. Three artists employed by the Ministry of Works—Mr. Arthur Spearsby, Mr. A. Stewart and Mr. C. C. Cole—are here seen touching up one of the huge canvases after its return to its London home

The World of Books—By Vernon Fane

CRIME, RUBBER, AND RACE CONFLICT

Ashcan or Dustbin? ; Vicki Baum's Rubber Epic ; Another American "Jim Crow" Story ; An Historian of Ideas ; Britain's Pacific Responsibilities

FOR the first time I have regretted this week not having at least one friend who was well-informed in English criminal circles. I would have asked such a man to tell me, out of the fullness of his knowledge, whether it is a fact that in this decade the English crook speaks a poor brand of prohibition Chicagoese. Because they are beginning to in fiction, and I don't care for it. It provokes in me, as a reader, the same shamefaced embarrassment as an amateur pageant, with all the perpetrators in wrinkled tights and a mild thunder shower. (Luckily, for this and other reasons, they are usually inaudible.)

As an Americophile of at least twenty years' standing, I can still lay my hand on my heart, or my review copies, and say that the art of writing detective fiction is at least as brilliantly upheld in England as in any other country, and that borrowed locutions fit as badly as borrowed shoes. Which is execrably.

These rather sour reflections were prompted by my reading a thriller, estimable in many other ways, by Mr. David Hume. **COME BACK FOR THE BODY** (Collins. 7s. 6d.) is a story of kidnappers and murder frustrated by a brilliant young detective. All perfectly reasonable and not unexciting, but the whole point is that the action, which is considerable, all takes place in England between Englishmen, however unworthy of the name, and that they just would not talk like Tenth Avenue toughs. And while we 're on the subject, would they, as in the picture on the cover, crouch behind ashcans? Or do I mean dustbins?

The prodigious energy of Miss Vicki Baum remains a phenomenon at which I stand respectfully agape. It is, for instance, quite evident that before setting down one word of her new novel, **THE WEEPING WOOD** (Joseph. 12s. 6d.), she must have put in at the very least a year's work in research, and as much time again in recording that research and planning the shape that the resulting book was to take. Her subject is an enormous one: rubber, its discovery, production and manufacture. To build a solid basis of fact for her edifice of fact-and-fiction she has examined stacks of documents, from the Congressional Record to the remotest French travel theses, and from company prospectuses to the archives of Ceylon. Miss Baum must have read acres of print, interviewed hundreds of people and made young encyclopædias of notes. The result is not precisely a novel, not quite a series of short stories with a common theme, but something between the two, and something immensely, and to me surprisingly, readable and entertaining.

The period covered, for a start, is two centuries, beginning in the depths of Amazonian forests, and ending in the present-day Western Desert, with stranded lorries, and in an I.G. Farben plant, with sabotage in the synthetic rubber processes. Rubber is the hero, the villain and the motive force of each chapter and incident; and these include a Bostonian episode with a drunken Dickensian friend of "dear Charley Goodyear's," several sketches of South American rubber exploitation and a sad and exquisitely-mannered little vignette of a young gardener at Kew in the 'seventies. There are two chapters, possibly the ones that will stay longest in the memory, about the tyre factories in Akron, Ohio; one from the workman's, one from the owner's angle. And there is a fascinating, and perhaps not too fictional, glimpse of a Government inquiry into the dealings of a distinguished industrialist.

All these incidents are strung on the same story thread and, to flog the simile a little, are graduated, like pearls or jade in a necklace, from small beginnings to a central, imposing jewel. In this case, the jewel, the largest pearl, as it were, in Miss Baum's collar is the fact of rubber's vital importance in to-day's trade. Miss Baum, in fact, has done an excellent job, and don't let the title, faintly and misleadingly reminiscent of mourning brooches and discreet sarcophagi, put you off reading a very lusty book.

TRACING THE LEGIONS OF THE LOST: Where the official lists of European refugees are given in full in a Bloomsbury Hotel, home of an organisation for tracing thousands of "Central Europeans": Every week, in the editorial offices of this journal, come many inquiries from refugees, who have found sanctuary in this country, for their missing relatives and friends whom they have seen, or think they have seen, pictured in the various photographs published. At Bloomsbury House, Bloomsbury Street, W.C.1, is the headquarters of all the refugee organisations in Britain. Here 20,000 names of Germans, Austrians and "stateless persons from Central Europe," found after six-years silence by the liberating armies, are posted on the boards. Above are seen refugees scanning the official lists of names for their relatives

DR. B. J. A. BARD, who, at the age of thirty, is head of the Secretariat of the Research Committee of the Federation of British Industries. The object of the committee is to create an effective working partnership between science and industry

MR. WILLIAM PIERCY, at the head of the Industrial and Commercial Finance Corporation—an organisation with £45,000,000 resources—founded by the Bank of England and nineteen Joint Stock Banks to make loans to reopen businesses closed through the war

THE WINDS OF FEAR (Gollancz. 8s. 6d.) is the second American-born novel within a few weeks to deal with the vast problem of white and coloured people, and it cannot escape comparison with its predecessor, *Strange Fruit*. It has apparently caused less commotion than that book in its country of origin, for the reason, I suppose, that the earlier story showed a white man genuinely in love with a coloured girl, and that is one facet of the question that is not shown in Major Hodding Carter's novel. Here, although the trouble once again takes place in a small town in one of the Southern States, and once again results in violent and horrible death, the conflict is seen almost entirely through the eyes of the town's white section.

Trouble of a particular sort has been latent in Carvell City, and it comes to a head when a northern negro shoots and kills the town marshal and is himself killed. The tougher and, as it turns out, less enlightened of the town's business men prevail on the mayor to elect, as succeeding marshal, a temporarily reformed drunkard, a man whose only qualification is that he "hates niggers." This Cancy Dodd has no difficulty in establishing his own brand of law and order in the negro quarters. He imposes a curfew, beats up both the men and the women. At the same time he makes a bargain with a white liquor dealer to protect the trading of cheap whisky to the negroes. Dodd is paid for his convenient blindness, and paid both in whisky and money.

The climax of the story, as the reader has foreseen, is violent and brutal, and the negro population is saved from the horrors of mass lynching and burning only by the courageous intervention of the moderate and liberal elements in the town. This is Major Carter's first novel, but it shows admirable strength and promise. It has, too, a very clearly-defined answer to the problem that it poses: that it is not up to the northern negroes, in their freer Press, or to the commendable agitators in the Press and politics of the northern whites, but to the white people of the south itself to deal with the question and work out its solution *sur place*.

MAKING A BETTER WORLD (Hamish Hamilton. 8s. 6d.) is by Professor Carl L. Becker, who is one of America's leading historians.

Primarily addressed to his own people, it is at the same time of considerable interest to a British audience as an example of the lines upon which progressive and liberal-minded people in the United States are thinking. It is not, as the title suggests, just another of those brave-new-world books by an industrious planner. It is a clear and concise, and at times a bitingly incisive examination of political ideas and their relation to the past and to the immediate present and future.

Mr. Herbert Agar, in a brief foreword, indicates in the following something of the book's quality. "As an historian of ideas he is impatient with much of the loose talk about the world to come. He does not understand what people mean when they say that having won this war we must abolish nationalism, or uproot the *status quo*, or get out of the Far East, or destroy British Imperialism. His analysis of these and other popular phrases leaves some doubt as to how many people understand what they mean."

BRITAIN IN THE SOUTH SEAS, by Sir Harry Luke (Longmans. 1s.), is a valuable and plentifully illustrated little pamphlet on the part which this country has played in the development of the South Pacific. To those who look upon the war with Japan as a fight for something which they vaguely lump together as financial and commercial interests this little book should prove a healthy corrective. In particular, I would call attention to the chapter headed "British Achievement in the South Seas."

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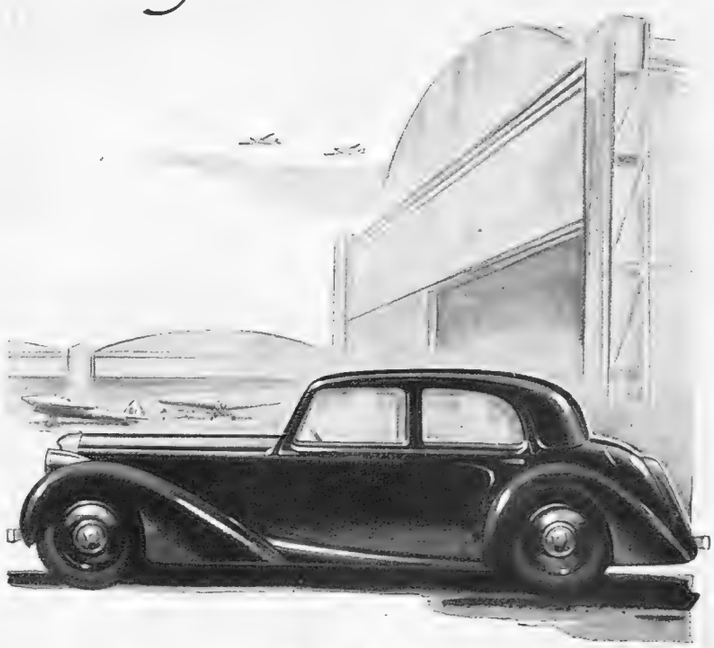

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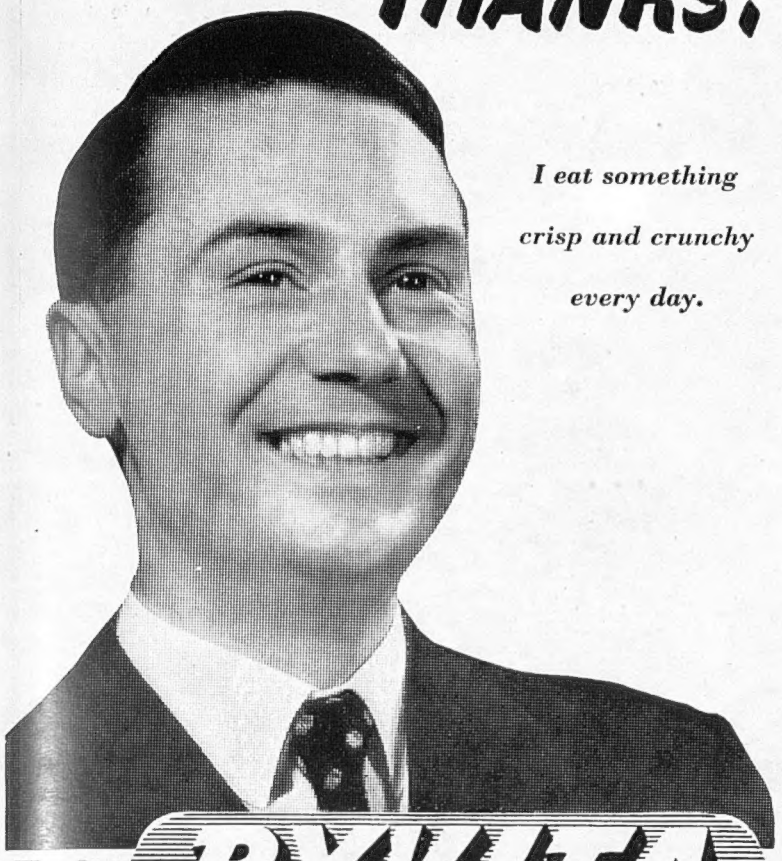

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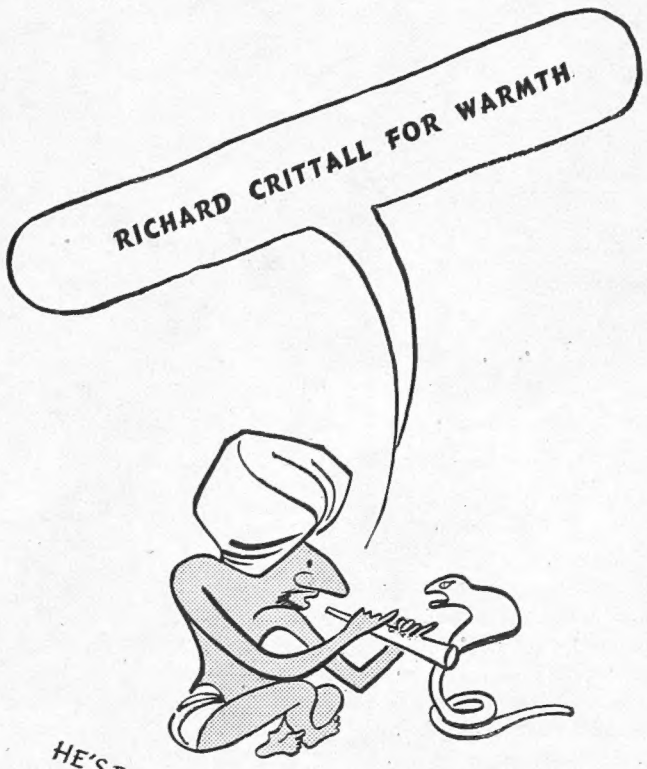


HE'S PAID TO SAY IT!

'TWILL PAY YOU TO REMEMBER IT!

RICHARD CRITTALL & COMPANY, LTD., ALDWYCH HOUSE, LONDON, W.C.2

Here's to the lucky GROUPS!

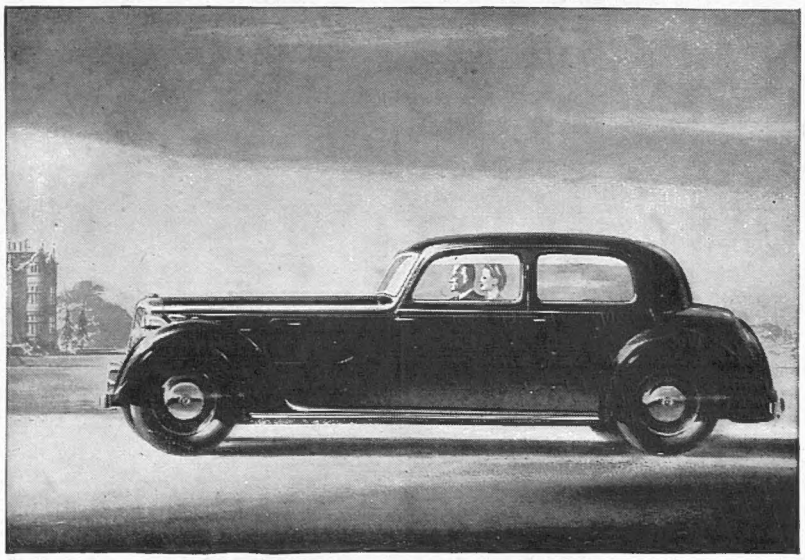
And to all those beginning to plan their own private operations again. Interviewed yesterday, Flight Lieutenant Slipstream asserted that bang on top of his agenda was a quiet place in the sun where the air was warm, Group Captains were shot at sight, blondes were dumb and there was a well-conducted brewery toiling away in the background for the good of man. "Second on the agenda? Why, naturally a few creative days on the bottom drawer. I want to start in at shoes and work lazily up to hats. Where? Look, old boy, you don't seem to have a clue. Where could I go but

MOSS BROS & CO. LTD.

COVENT GARDEN

Corner of King St. and Bedford St., W.C.2

Also at Manchester, Bristol, Aldershot, Portsmouth, Camberley, York, Hove, Bournemouth etc.



The Rover factories are now being reinstated for car production, and deliveries to authorised buyers will begin in the Autumn.

The new cars will be similar in general design to the pre-war Rover models . . . with the addition of further detail refinements in the Rover tradition of quality.

ROVER

One of Britain's Fine Cars

THE ROVER COMPANY LTD., COVENTRY, and DEVONSHIRE HOUSE, LONDON

CVS-12

Every Etcetera

Our service used to extend far beyond the dressing of men. If you wanted a brush for your suit, a pin for your tie, an umbrella for deportment, a holder for your cigarette, a bag for your belongings, a mirror to shave at, or any other masculine etcetera, you could be sure of getting it at Austin Reed's. These things will return, one by one.

The Austin Reed Service will be there

Regent Street, London, and Principal Cities · London Telephone: Regent 6789

WARNING

In view of the altered circumstances consequent upon the swing-over from wartime to peacetime production which is now commencing, Messrs. Vokes Limited feel it necessary to draw attention to the following facts :—

1 They are pioneers in the development of scientific filtration.

2 Long before the beginning of this War they had developed numberless applications, employing their system of filtration, with outstanding success.

3 As a result, when, during this War, a number of very troublesome filtration problems arose in connection with Bomber and Fighter Planes,* Tanks, other Armoured Fighting Vehicles, Trucks and a variety of technical equipment, Vokes were called in by the Government Departments concerned, to solve them.

4 Vokes did solve all these problems, and so thoroughly and quickly that the demand for their filters (of various types) ultimately outstripped even the tremendous output capacity of the great and evergrowing Vokes factories.

5 Consequently, under a Wartime prerogative of the Crown, other manufacturing firms were set to producing filters embodying Vokes patents.

6 It must be clearly understood, however, that so far as peacetime purposes are concerned, the sole right to manufacture filters embodying Vokes patents rests with Messrs. Vokes Limited and action will be taken against anyone infringing those patents.

7 Anyone, therefore, wishing to be certain of securing the full benefits associated only with the Vokes system of scientific filtration should apply to :

VOKES LTD.

Pioneers of Scientific Filtration

LONDON, S.W.15

* *Before the end of the German War Vokes Filters were standard equipment on all British and many American Warplanes*

GD8

Manufactured entirely in London, England.

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Take care of your Barling Pipe. When available the very limited supplies are sent to Barling Agents

Prices are as follow.

	S.S.	S-M.	L.	E.L.
Standard or Sandblast	10/6	13/6	16/6	20/-
Ye Olde Wood Selected Grains	S.S. 15/6	S-M. 18/6	L. 21/6	E.L. 25/-

Letters S.S., S.M., L., E.L., on each pipe indicate sizes—Small-Small, Small-Medium Large and Extra Large.

Index of Sizes clearly marked on each stem

Manufactured by
B. BARLING & SONS *(Estd. in London 1812*
"Makers of the World's Finest Pipes"

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ADVICE BY ASHLEY COURTENAY

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NOW BOOKING FOR AUTUMN AND WINTER MONTHS. *Resident Director:* Mrs. R. J. Bray.

Unlike the new Opera House at Stockholm which has expanding and contracting walls, the

NORFOLK HOTEL, BOURNEMOUTH

One of Britain's finest hotels

has as yet no such facilities, so Mr. and Mrs. F. J. McInnes, the active proprietors, regret that they have so often to refuse would-be visitors.

If QUANTITY is less, QUALITY remains in the Dining Room of

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The social hub of Devon

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GRAND PARADE • EASTBOURNE

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WINDSOR

There are occasional bedroom vacancies and always a chance of good food and good wine if you will but 'phone beforehand Windsor 1354. Luncheons 5s. Dinners 5s., and 2s. 6d. House charge.

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The meticulous care of the Pharmacist in his dispensing of the Doctor's prescription is proverbial. He, in his turn, depends on the same degree of care and precision from his manufacturing chemist.

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FOR LIGHTER BETTER CAKES
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The Best in the World
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For better Shaving

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THE BEACHES ARE CLEARED! These have been hard years for children. They have missed so much that *we* once enjoyed. Let us now build for them a land and a life worth having. When the Jap is beaten there will be much to do and our savings will be vital. For the children's sake—*give thanks by saving.*

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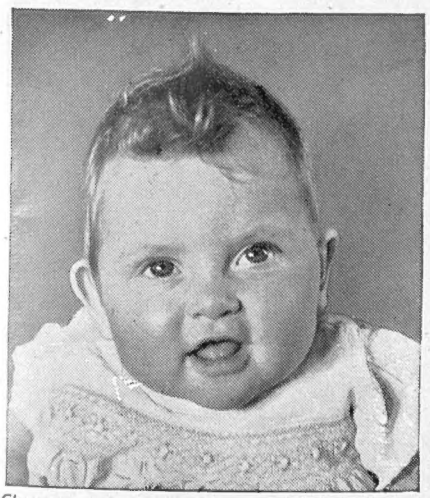
COLLARS

DR. BARNARDO'S HOMES



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TAKE THE BRAKE OFF—

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The finest railway service in the world will be offered to the British public as soon as materials and man-power permit.

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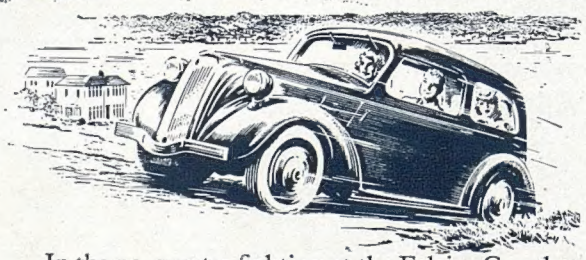

In the no-quarter fighting at the Falaise Gap that won the Battle of Normandy, or climbing the Cornish hills fringing Falmouth's peaceful bay . . . wherever engine performance really counts, there's always Champion dependability.

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* For Virginia Smokers

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